

TRANSPAC

Transportation Partnership and Cooperation

Meeting Notice and Agenda

THURSDAY, OCTOBER 10, 2013

9:00 A.M. to 11:00 A.M.

Pleasant Hill City Hall – Community Room
100 Gregory Lane, Pleasant Hill

TRANSPAC reserves the right to take formal action on any item included on this agenda, whether or not a form of resolution, motion, or other indication that action will be taken is included on the agenda or attachments thereto.

- 1. Convene Meeting/Pledge of Allegiance/Self-Introductions**
- 2. Public Comment:** At this time, the public is welcome to address TRANSPAC on any item not on this agenda. Please complete a speaker card and hand it to a member of the staff. Please begin by stating your name and address and indicate whether you are speaking for yourself or an organization. Please keep your comments brief. In fairness to others, please avoid repeating comments.

CONSENT AGENDA

- 3. Approve September 12, 2013 Minutes**

ACTION: Approve minutes and/or as revised/determined

Attachment: September 12, 2013 Minutes

END CONSENT AGENDA

- 4. Matt Kelly, CCTA Transportation Planner, Presentation/Review/Discussion of the Administrative Draft of the Congestion Management Program (CMP) and review of proposed Chapter 6 edits proposed by Lynn Overcashier, 511 Contra Costa to Chapter 6, the Transportation Demand Management Element of the Draft CMP.**

Lynn Overcashier has provided significant updates and suggested revisions to Chapter 6 of the CMP regarding Transportation Demand Management for TRANSPAC's consideration and incorporation by CCTA into the revised CMP.

ACTION: With thanks to Mr. Kelly, accept report, accept and offer TDM comments and/or as determined

Attachments: Draft 2013 CMP (**electronic**), and Chapter 6 Transportation Demand Management Element of CMP (**electronic**).

5. Presentation/Discussion on the Update of the TRANSPAC Action Plan for Routes of Regional Significance by Deborah Dagang, CH2MHill, Action Plan Manager

The attached PowerPoint Presentation on Updating the Central County Action Plan and the chart of Multimodal Transportation Service Objectives (MTSOs) serves as the staff report for this item.

ACTION: TRANSPAC is requested to review the information provided, offer comments on development of the Action Plan to date, and direction on continued development of the plan and/or as determined

Attachments: PowerPoint Presentation on Updating the Central County Action Plan and chart of Multimodal Transportation Service Objectives (MTSOs).

6. 511 Contra Costa staff is seeking approval and authorization for the 2014/15 511 Contra Costa Program Workplan and Estimated Budget. Grant funding is provided by the Bay Area Air Quality Management District's (BAAQMD's) Transportation Fund for Clean Air (TFCA), CCTA Measure J (Commute Alternatives), and MTC CMAQ (Employer Outreach).

At the September 26, 2013 TRANSPAC TAC meeting, the TAC recommended approval of the 2014/15 TRANSPAC/TRANSPLAN 511 Contra Costa TDM workplan and estimated budget to TRANSPAC.

ACTION: Accept the TAC recommendation to approve the 2014/15 511 Contra Costa workplan and budget and/or as determined

Attachment: 2014/15 TRANSPAC/TRANSPLAN TDM workplan and estimated budget.

7. TRANSPAC CCTA Representative Reports: Reports on the most recent CCTA Administration and Projects Committee (Member Pierce), Planning Committee (Member Durant), and the CCTA Board meeting (Members Pierce and Durant).

ACTION: As determined

Attachment: CCTA Executive Director's Report, dated September 18, 2013.

8. Items approved by the Authority on September 18, 2013 for circulation to the Regional Transportation Planning Committees (RTPCs) and related items of interest

ACTION: As determined

Attachment: Memorandum from Randall Iwasaki, CCTA Executive Director dated September 20, 2013.

9. SB 375/SCS Report by Martin Engelmann, CCTA Deputy Executive Director, Planning

ACTION: As determined

Attachment: No update available.

10. 511 Contra Costa Update

ACTION: As determined

Attachments: 1) An update provided by Lynn Overcashier on meetings and activities between July and September 2013; 2) Street Smarts Report: a comprehensive report on all school-based Street Smarts Diablo activities and accomplishments in Central and East County to date. The report provides details of the ten primary Street Smarts elements, charts for Central and East County detailing the infrastructure improvements, and two matrices listing all participating schools, districts, cities, and each school's level of participation in the various Street Smarts program elements.

11. TRANSPAC Staff Report if necessary

12. TAC Oral Reports by Jurisdiction: Concord, Martinez, Pleasant Hill, Walnut Creek, and Contra Costa County, and Clayton, if available.

13. 2014 TRANSPAC Meeting Schedule

ACTION: For information and/or as revised/determined

Attachment: 2014 TRANSPAC meeting schedule.

14. Agency and Committee reports:

- TRANSPAC
- TRANSPLAN
- WCCTAC
- SWAT
- County Connection – Fixed Route and LINK reports may be downloaded at: <http://cccta.org/public-meetings/agendas/os-september-2013>
- CCTA Project Status Report may be downloaded at: <http://transpac.us/wp-content/uploads/2008/08/CCTA-Project-Status-Report.pdf>

ACTION: Accept reports and/or as determined

15. For the Good of the Order

16. Adjourn/Next Meeting. The next meeting is scheduled for November 14, 2013 at 9:00 A.M. in the Community Room at Pleasant Hill City Hall unless otherwise determined. CCTA Deputy Executive Director Martin Engelmann will discuss the Vision, Goals, and Current Issues for the 2014 Countywide Transportation Plan (CTP) and Action Plan updates.

TRANSPAC Meeting Summary Minutes

MEETING DATE: September 12, 2013

ELECTED OFFICIALS PRESENT: David Durant, Pleasant Hill (Chair); Julie Pierce, Clayton, CCTA Representative; Karen Mitchoff, Contra Costa County; Loella Haskew, Walnut Creek; and Edi Birsan, Alternate for Ron Leone, Concord

PLANNING COMMISSIONERS PRESENT: John Mercurio, Concord; Bob Pickett, Walnut Creek; Doug Stewart, Contra Costa County; and Diana Vavrek, Pleasant Hill

STAFF PRESENT: Laramie Bowron, County Connection; John Cunningham, Contra Costa County; Ray Kuzbari, Concord; Jeremy Lochirco, Walnut Creek; Lynn Overcashier, 511 Contra Costa; Tim Tucker, Martinez; and Barbara Neustadter, TRANSPAC Manager

GUESTS/PRESENTERS: Kimberly Bellinger, John Muir Health/Caring Hands; Jeff Matheson, Golden Rain Foundation; Glenn Mix, Golden Rain Foundation; Elaine Welch, Senior Helpline Services; Linsey Willis, Director of External Affairs, CCTA; and Leslie Young, Golden Rain Foundation

MINUTES PREPARED BY: Anita Tucci-Smith, Minute-Taker

1. Convene Meeting/Pledge of Allegiance/Self-Introductions

The meeting was convened at 9:06 A.M. by Chair Pro Tem Julie Pierce in the absence of the Chair and Vice Chair, the Pledge of Allegiance was observed, and self-introductions followed.

2. Public Comment

There were no comments from the public.

CONSENT AGENDA

3. Approve July 11, 2013 Minutes

ACTION: Approved. Haskew/Pickett /Unanimous

END OF CONSENT AGENDA

4. Reports from the Two Remaining TRANSPAC Line 20a Additional Transportation for Seniors and People with Disabilities Grantees on How the Funds were Used

Glenn Mix, representing the Golden Rain Foundation, reported that the TRANSPAC Line 20a Additional Transportation for Seniors and People with Disabilities grant had funded 11,000 plus rides, nearly 6,000 of which were paratransit rides, funding 35 of 84 weekly trips to downtown BART in Walnut Creek. He stated there had been a dramatic steady increase in ridership throughout the year, with 9.5 riders per service hour at \$4.75 per ride, which allowed those who could not get out and those who still drove within Rossmoor only, to get to downtown Walnut Creek. If the opportunity for additional funding arose, he expressed a desire to expand the program with additional mid-day trips which would cost \$11,000 a year and which would equate to a better quality of life for Rossmoor residents in need of those services. He thanked the TRANSPAC Board for the funding and asked that it be continued as long as possible.

Kimberly Bellinger, representing Caring Hands, spoke on behalf of over 300 volunteers and seniors served, thanked the TRANSPAC Board for the funding, and explained that the community benefit program with John Muir Health served south, central, and east Contra Costa County. She reported that last year 330 seniors had regularly received rides in the program. The TRANSPAC area served 60 percent of the program, equating to approximately 200 seniors who received regular rides; those still living independently but otherwise housebound because they no longer drove. Seniors were matched with a volunteer who helped them with regular quality-of-life errands such as shopping, doctors' appointments, and the like. There was also a program for occasional rides for seniors who were not matched with a volunteer. At the time of the application, Caring Hands anticipated that 63 percent of the total program expenses would be used to serve seniors in TRANSPAC cities although from July to December 2,462 rides had been provided to seniors in TRANSPAC communities, representing 65 percent of the rides or \$184,966 of the total budget. Caring Hands was proud to be part of the pilot program and would be grateful to continue receiving funding to be able to continue to help seniors.

5. Line 20a TAC Funding Recommendation

TRANSPAC Manager Barbara Neustadter reported that the TRANSPAC TAC had considered the initial discussions with respect to the development and implementation of the Line 20a program in 2012 regarding multi-year allocations. The TAC recommended the reallocation of funds to each of the agencies previously allocated and to separate jurisdictions and agencies to be able to track the dollars more easily. The TAC also wanted to spend time this year to assess the issue of travel training and referral services to determine the effectiveness of the programs. She identified last year's allocations as \$50,000 to the Caring Hands Volunteer Caregivers Program; \$62,883 to the Golden Rain Foundation; \$42,560 to Rehabilitation Services of Northern California; and \$94,500 to Senior Helpline Services. She added that CCTA staff had expressed its willingness to update the Cooperative Agreements.

ACTION: Accepted the TAC recommendation to process with year two funding for Line 20a agency grantees and a formal request to CCTA to update Cooperative Agreements, consistent with the previous allocations. Mitchoff/Haskew/Unanimous

Director Mitchoff referenced the Golden Rain Foundation's request for an additional \$11,000 and suggested that issue be discussed in the context of the whole plan with a suggestion to leverage other dollars, although Ms. Neustadter explained that the recommendation this year was to replicate what had been done last year and there had been no request for proposals this year.

Chair Pro Tem Pierce suggested there might be community groups and non-traditional sources that might be able to help and it would be nice to know who the agencies were asking for funding and where they were looking for funding.

6. Matt Kelly, CCTA Transportation Planner Presentation/Review/Discussion of the Administrative Draft of the Congestion Management Program (CMP)

The presentation of the Administrative Draft of the Congestion Management Program (CMP) was continued to the October meeting of the TRANSPAC Board.

7. Review/Discussion of the FY 2013-14 Draft Revised TRANSPAC Budget and Provision of Administrative Assistant Services

Ms. Neustadter explained that the budget had already been adopted for 2013-2014; the reason for considering the budget again was that the budget adopted in July 2013 had been predicated on the assumption that 511 Contra Costa would continue to employ a shared staff person (not a contractor) with TRANSPAC, and the TRANSPAC budget had always assumed that TRANSPAC would pay for 50 percent of that staff person. She reported that there was currently no staff position in that 511 Contra Costa was following the TRANSPAC model and using a contract person to provide its clerical services. TRANSPAC could not fund a whole person and would continue to use Anita Tucci-Smith for clerical services. As such, the budget had been recalculated to eliminate the 50 percent cost of the former shared position and was now projected at \$187,810, which would reduce the dollar contributions from the TRANSPAC jurisdictions.

ACTION: Approved the revised proposed 2013-14 TRANSPAC Budget. Mitchoff/Haskew/Unanimous

Ms. Neustadter clarified that based on the adoption of the first budget; the jurisdictions had been asked to make their payments, which payments had been received. She suggested the easiest way to refund the difference in cost would be to void the checks, return them to the jurisdictions, identify the decrease in the payment, and request another check for the reduced amount. A discussion developed although no action was taken on potential alternatives to that process.

Chair Durant arrived at 9:25 A.M.

Ms. Neustadter advised of the need to add an urgency item to the agenda that had arisen after the posting of the meeting agenda.

ACTION: Added an urgency item to the agenda that had arisen after the posting of the agenda. Pierce/Mitchoff/Unanimous

8. Urgency Item Related to California Public Employees Retirement System (CalPERS) Audit of the City of Pleasant Hill/511 Contra Costa Staff

Lynn Overcashier advised that CalPERS had conducted an audit of the City of Pleasant Hill over the last two years and the result of that audit was received in late August 2013 when the City had been informed that all TRANSPAC/TDM employees had been incorrectly enrolled in PERS. She reported there may be as many as 12 employees affected and explained that staff was working closely with City of Pleasant Hill staff and officials, the TRANSPAC Chair, and CCTA members to determine how best to proceed and how to pay for the appeal of the audit. She expected that the costs would be shared and noted that unexpended TDM and Measure J TDM funds were available should they be necessary. CalPERS had indicated that the issue had to be resolved by December 8, 2013.

Chair Durant explained that CalPERS had not stated an intention; in the past CalPERS had occasionally been willing to refund the employee's contribution although not the employer's contribution and the ultimate benefit would be what the employee contributed, which in many cases was zero.

Ms. Overcashier explained that the background documents had been collected to support the argument that the TRANSPAC/TDM employees were City of Pleasant Hill employees in compliance with City policies including hiring practices and other procedures. She noted that WCCTAC employees had also been affected in that they were aligned with the City of San Pablo, although in that case they were a Joint Powers Authority (JPA). In that case, the Chair of WCCTAC along with the WCCTAC Interim Executive Director and the CCTA had resolved that issue with CalPERS. For WCCTAC, it had to separate from the City of San Pablo and move to another risk pool. For TRANSPAC, the issue could require the formation of a JPA.

Chair Durant highlighted the formation of TRANSPAC in the early 1990s when a decision had been made that a JPA was not the appropriate form and that 511 Contra Costa employees would be employees of the City of Pleasant Hill. He explained that 511 Contra Costa had no standing with CalPERS because it was a City of Pleasant Hill problem and the City was the only body that had an appeal right. It was also a Pleasant Hill expense at this time.

Director Mitchoff suggested there might be an easy resolution without spending more money. She expressed a desire to determine what it would take to form a JPA independent of the CalPERS issue.

Ms. Overcashier advised that the Pleasant Hill City Manager was in communication with the San Pablo City Manager to see what had been done in its case. A former Interim Manager of CalPERS was now an outside consultant and assisting the City of Pleasant Hill to determine what documents might need to be collected, and a CalPERS specialist in the office of a CCTA attorney was available should those services be necessary.

Director Pierce recommended that an ad hoc committee be formed, to meet between now and the next TRANSPAC Board meeting, to review the issue before being discussed by the Board at the next meeting in October.

ACTION: Formed an ad hoc committee comprised of Chair Durant and Directors Mitchoff and Pierce to consider the CalPERS audit affecting TRANSPAC/TDM employees. Haskew/Pierce/Unanimous

Director Mitchoff requested that the budget payments from each TRANSPAC jurisdiction be retained pending information related to the cost of an appeal of the CalPERS audit.

9. TRANSPAC CCTA Representative Reports

Director Pierce reported on the most recent CCTA Administration and Projects Committee meeting and stated that revenues from sales taxes had increased allowing more funding for projects; the landscaping contract for the Highway 4 Widening project had been approved; the 2013 audit was expected; and the State Transportation Improvement Program (STIP) project list had been approved and forwarded to the CCTA Board, which list included Phase 3 of the I-680/SR4 Interchange Improvement project and the City of Pleasant Hill's Geary Road widening.

Chair Durant reported on the CCTA's Planning Committee meeting when the Growth Management Program (GMP) Checklist for Moraga and Danville had been approved; major allocations had been made for West County's Measure J Additional Transportation for Seniors and People with Disabilities Program, and West County's Additional Bus Service Enhancements Program; a Cooperative Agreement had been approved with the City of Martinez to complete the San Francisco Bay Trail Phase 2 project; as had funding to repair a segment of the Martinez/Crockett Bay Trail. He also highlighted the real time ride-sharing program which was ramping up with a pending BART strike; there had been a Tesla demonstration; an additional \$150,000 in funding had been approved for planning the Sustainable Community Strategy (SCS); and a Cooperative Agreement had been approved to proceed with a Project Study Report (PSR) for the SR 239 corridor between Brentwood and Tracy.

10. SB 375/SCS Report by Martin Engelmann, CCTA Deputy Executive Director, Planning

Martin Engelmann was not available and the item was continued to the next meeting.

11. 511 Contra Costa and TRANSPAC Staff Reports

a) 511 Contra Costa: Program Manager Report of Workplan and Budget for Measure J 21a Safe Transportation for Children Funds

Lynn Overcashier, 511 Contra Costa Program Manager, advised that approval of the budget for Measure J 21a Safe Transportation for Children funds had occurred at the March 2013 meeting, although the CCTA required approval of both the workplan and the budget prior to the CCTA's authorization and allocation of funds. She request approval of the workplan and budget for Measure J 21a Safe Transportation for Children funds.

ACTION: Approved the Workplan and Budget for Measure J 21a Safe Transportation for Children funds. Mitchoff/Pierce/Unanimous

b) TRANSPAC Staff Report: Update on the 2014 State Transportation Improvement Program (STIP) Call for Projects

Ms. Neustadter reiterated that Phase 3 of the I-680/SR 4 Interchange Improvement project had been included on the 2014 STIP list, and although there was little STIP money available, she was pleased the program was now on the list. She highlighted the scoring of other projects that had been included on the list and stated that while the Kirker Pass Northbound Truck Climbing Lane had not been included on the list, there was hope for the future.

12. TAC Oral Reports by Jurisdiction

Tim Tucker identified the groundbreaking ceremony for the Pacheco Transit Hub and noted that there was a change order to add some charge stations to the project along with other items.

Ms. Neustadter commented that it had taken 12 years for Martinez to put the Pacheco Transit Hub together, as it had for the two trail projects. She commended Martinez for its efforts.

Mr. Tucker commented that Martinez might need some help with the East Bay Regional Parks District (EBRPD) to get some adjustments for the Intermodal project.

John Cunningham reported that two Transportation for Livable Communities (TLC) projects were moving forward; the Olympic Corridor project when a stakeholder outreach had been conducted a month ago, and a Pleasant Hill BART station project to make it more bike friendly.

Director Pierce reported on a 511 project in Clayton where flashing speed signs would be installed by Diablo View Middle School to slow the heavy, fast traffic along Clayton Road and to track speeds. She thanked 511 Contra Costa for the much-needed project.

Director Mitchoff reported with respect to westbound Treat Boulevard that the no left turn at Cherry Lane would be opened because John Muir would be locating in that area and the turn would be much needed.

13. Agency and Committee Reports

There were no reports.

14. For the Good of the Order

There were no comments.

15. Adjournment

The meeting was adjourned at 9:56 A.M. The next meeting is scheduled for October 10, 2013 at 9:00 A.M. in the Community Room at Pleasant Hill City Hall unless otherwise determined.

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~~2011~~2013 Congestion Management Program

Executive Summary

As the designated Congestion Management Agency (CMA) representing the jurisdictions of Contra Costa County, the Contra Costa Transportation Authority (the Authority) is responsible for preparing and adopting a Congestion Management Program (CMP) and updating it every other year. The Authority adopted the county's first CMP in October 1991. This document — the ~~2011~~2013 Contra Costa CMP — represents the ~~tenth~~eleventh biennial update.

This update, which was prepared with help from and consultation with representatives of local, regional and State agencies, transit operators and the public, responds to changes in regional transportation planning, projects, and programs made since ~~2009~~2011. The ~~2011~~2013 CMP focuses primarily on bringing the required seven-year Capital Improvement Program (CIP) up-to-date, while also responding to primarily technical changes and corrections from the ~~2009~~2011 CMP, including:

- Introduction and Overview – Will be updated to describe the relationship between the Contra Costa CMP and the latest Regional Transportation Plan (RTP), known at Plan Bay Area, which will be adopted on July 18th. Once adopted, staff will incorporate the latest RTP information.
- Level-of-Service Standards – Updated to document the transition to the Highway Capacity Manual-based level of service methodology.

~~2014~~2013 Contra Costa Congestion Management Program

- **Performance Element** – ~~Transit providers have provided current information on service frequency. Updated service frequencies,~~ standards, and performance measures ~~from the five Contra Costa transit service providers have been incorporated to reflect current policies.~~
- **Capital Improvement Program (CIP)** – ~~Projects in the~~ The seven-year CIP (Appendix E) ~~project listing~~ has been updated with current information from project sponsors, ~~including those made as part of the~~ via an open call-for-projects in April/May 2013 RTP Call for Projects.
- ~~Land-Use Transportation Evaluation Program~~ – Updates have been made to General Plan Amendments and Environmental Review sections to reflect minor changes since 2009.
- **Travel Demand Element** – Updates have been made to reflect new projects and ~~the Authority's SCS Principles~~ new programs in place to support the development of the Sustainable Communities Strategy.
- **Appendix H (Travel Demand Forecasting Model Development)** has been updated to reflect the development of the latest version of the Countywide Model.

The State CMP legislation requires each CMP to contain the following components:

- Traffic level-of-service (LOS) standards that apply to a system of designated CMP routes that includes at least all State highways and principal arterials (Chapter 2);
- A performance element that includes performance measures to evaluate current and future multimodal system performance for the movement of people and goods (Chapter 3);
- A seven year capital improvement program (CIP) that maintains or improves the performance of the multi-modal system for the movement of people and goods or mitigates regional transportation impacts identified in the land use evaluation program (Chapter 4 and Appendix E);
- A program to analyze the impacts of local land use decisions on the regional transportation system, including an estimate of the costs associated with mitigating those impacts (Chapter 5); and
- A travel demand element that promotes transportation alternatives to the single-occupant vehicle. (Chapter 6 and Appendix H).

The CMP legislation also requires each CMA to prepare and maintain a computerized travel demand model, including a land use database. To meet this requirement, the Authority has developed and maintains a countywide model that runs using TransCAD® software. In ~~2006~~2010, the Authority undertook a comprehensive update of its land use database, consistent with the Association of Bay Area Governments (ABAG) ~~Projections 2005~~ 'Current Regional Plans' (aka SCS Base Case) land use allocation. The status of the travel demand model is discussed further in Chapter 7 and Appendix H. Appendix H also describes the approach taken for the current

CMP model update, including consistency of the Authority's CMP model to the modeling guidelines of the Metropolitan Transportation Commission (MTC) and to the new modeling requirements of SB 375.

The Authority adopted detailed Deficiency Plan Procedures in 1996. These procedures, which are summarized in Chapter 8, are contained in a separate document.

The CMP overlaps considerably with the Contra Costa Growth Management Program (GMP) established by county voters when they passed Measure C in 1988. ~~(The GMP was continued, and reinforced~~ with ~~some changes, in the authorization of~~ Measure J, which took effect on April 1, 2009~~).~~ Both programs contain similar requirements and have similar structures. Under the GMP, jurisdictions that comply with the program are allocated 18 percent of total sales tax revenues to maintain or improve local streets and roads. Under the CMP, local jurisdictions that meet the CMP compliance requirements receive a portion of the gas tax revenues established in Proposition 111. In both cases, the Authority evaluates local compliance: ~~though the Measure J Checklist.~~ While State and regional agencies do not have a role in evaluating local compliance, MTC does play an important role in the establishment of regional conformance guidelines, with an emphasis on modeling and land use data consistency.

Further background on CMP legislative requirements is contained in Appendix A and background on the components of the GMP and Measure J is described in Appendix B.

Following its adoption, the Authority will submit the ~~2014~~2013 CMP to MTC. As the regional transportation planning agency in the San Francisco Bay Area, MTC is required to evaluate the CMP's consistency with MTC's Regional Transportation Plan (RTP) and with the CMPs of other counties in the Bay Area. If it finds that the Contra Costa CMP is consistent with the RTP, MTC will incorporate the projects listed in the CMP's seven-year CIP into MTC's Regional Transportation Improvement Program.

Summary of CMP Components and Changes from the ~~2009~~2011 CMP

INTRODUCTION AND OVERVIEW

Chapter 1 describes the latest adopted Regional Transportation Plan, which is known as Plan Bay Area, and is scheduled to be adopted by MTC on July 18th. This is the first RTP to incorporate the Sustainable Communities Strategy (SCS) as the land use component of the plan. Staff plans to incorporate all relevant RTP data into the CMP upon adoption of Plan Bay Area.

Changes from the 2011 CMP The 2013 CMP Update will describe the components of the latest RTP, known as Plan Bay Area, and its relationship with the CMP.

LEVEL OF SERVICE STANDARDS

Chapter 2 describes the designated CMP network of State highways and principal arterials, and the level-of-service standards that apply to that network. Consistent with the CMP legislation, the CMP network includes all State highways within Contra Costa. Consequently, all freeways are included as well as non-freeway routes such as San Pablo Avenue (State Route 123) south and east of I-80 and the arterial section of State Route 4 south and east of ~~its junction with State Route 160~~Brentwood. "Principal arterials" are also part of the CMP network. These are defined as arterials that are at least four lanes wide for a mile in length, carry at least 20,000 vehicles each day, and have been designated by the appropriate regional transportation planning committee (RTPC). Also consistent with the CMP legislation, the Authority has established a level-of-service standard of LOS E for all parts of the CMP network except those that were already operating at worse levels of service in 1991.

Changes from the ~~2009~~ CMP ~~The 2011 CMP~~ The 2013 CMP Update has kept the previously established CMP network and LOS standards, however, the Authority has changed its LOS methodology from a planning-based method to an operational-based method. This transition is documented in Chapter 2.

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PERFORMANCE ELEMENT

Chapter 3 outlines measures to evaluate the current and future performance of the multimodal system for the movement of people and goods. To build on and take advantage of the cooperative planning done through the GMP, continued under Measure J, the Authority has drawn the performance measures established in the CMP from the Multimodal Transportation Service Objectives (MTSOs) in the 2009 updates of the Action Plans for Routes of Regional Significance- (which are currently being updated). These measures will apply to the CMP network, all of which are also Re-

gional Routes. Changes to standards for transit performance, routing and measures of frequency made since ~~2009~~2011 have also been incorporated.

Changes from the ~~2009 CMP~~ The 2011 CMP The 2013 CMP has ~~made no substantial incorporated~~ changes to ~~this section~~the transit measures as indicated by the County's five transit providers.

CAPITAL IMPROVEMENT PROGRAM

To emphasize the programming objectives of the CMP legislation, the CMP CIP contains projects that the Authority proposes for programming through the State and federal funding cycles. The CIP includes projects already programmed; those proposed for programming through MTC's Regional Transportation Improvement Program and federal processes; Transportation Fund for Clean Air (TFCA) bicycle projects; and developer-funded projects where funding through fee programs is imminent.

Changes from the ~~2009~~2011 CMP As part of the 2009 CTP and MTC's 2013 RTP Call-for-Projects, Authority staff updated the Comprehensive Transportation Project List, or CTPL, as the repository of projects and programs that agencies in Contra Costa and the region are interested in pursuing. The ~~2011~~2013 CMP CIP outlined in this chapter and in Appendix E are derived from the projects included in the CTPL database. The CIP includes projects to be funded through several different sources. These sources include the RTIP, MTC's OBAG and SAFETEA-LU/MAP-21-based programs, TFCA bicycle projects, and developer-funded projects where funding through fee programs is imminent as well as the Authority's own Strategic Plan.

In total, the CMP CIP has a total estimated cost of over \$10 billion. The actual total is greater since some projects are in early stages of planning and design and sponsors have not yet identified a project cost. A summary of the CIP costs by project type is found below:

<u>Project Category</u> PROJECT TYPE	<u>Total Cost (in \$1,000)</u> TOTAL COST	<u>Share of Total</u> SHARE OF TOTAL
Freeway/HOV, Expressway & Interchange	\$3,551,009,200 674,434,600	35.9%
Transit (Rail, Ferry & Bus)	\$3,987,163,754 18,521,154	40.4%
Arterial & Roadway	\$1,261,869,362 21,510,322	12.8%
Maintenance & Operations	\$602,507,128 613,474,474	6.1%
Intermodal & Park-and-Ride	\$110,030,000 113,953,900	1.1%
Bike, Pedestrian, Safe Routes to School & TLC	\$348,020,629 477,279,689	3.4%
Studies	\$18,702,308 28,537	0.1%

~~Total Cost~~**TOTAL COST:** ~~\$9,879,302,610~~**\$10,550,002,676** ~~100.0%~~

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LAND USE-TRANSPORTATION EVALUATION PROGRAM

For short-range analysis of land use impacts, the CMP relies on the traffic impact analysis required by the GMP, which will be continued under Measure J. That program requires every jurisdiction to conduct a traffic impact analysis for any proposed development project, development plan, or General Plan Amendment that would generate more than 500 vehicle trips in the peak hour (RTPCs may choose to specify a lower trip threshold). This analysis must evaluate the impacts of the proposed development on the regional transportation system and estimate the cost of mitigating those impacts.

For long-range planning, the CMP includes two options: the first builds on the existing process for reviewing General Plan amendments under Measure J within those Action Plans, while the second focuses on the impact of a land use change on CMP LOS standards and performance measures, including affected public transit operations.

~~Changes from the 2009 CMP—The 2011 CMP has made no~~ No substantial changes ~~have been made~~ to this ~~section~~chapter.

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TRAVEL DEMAND ELEMENT

The Travel Demand Element in Chapter 6 builds on the transportation demand management activities established through the GMP, continued under Measure J. The program requires local jurisdictions to adopt a Transportation Systems Management (TSM) Ordinance that establishes a policy of participation with other jurisdictions and/or the RTPCs in efforts to achieve TSM goals, and to incorporate these TSM goals into the jurisdiction's land use review and planning process.

~~Changes from the 2009 CMP—The 2011 CMP—~~ The section has been updated ~~this section to reflect AB 32 include references to Complete Streets requirements under OBAG and SB 375/SCS, which call for greater efforts to manage travel demand, to reduce greenhouse gas emissions, the adoption of Priority Development Areas (PDAs) and to align regional transportation and land uses planning efforts. The Authority's SCS guiding principles have been added. Priority Conservation Areas (PCAs) by local jurisdictions as part of the SCS.~~

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TRANSPORTATION DEMAND MODELING

Chapter 7 describes the Authority's travel demand model and the updates undertaken to maintain consistency with the regional model and database.

Changes from the ~~2009~~2011 CMP The Countywide Model ~~is being~~has been updated to maintain consistency with MTC's regional model, as required in the CMP legislation. Attachment B to MTC Resolution 3000 sets forth regional modeling consistency requirements (see revised Appendix H). By incorporating the trip tables from the ~~Transportation 2035 Plan~~MTC regional model, the ~~countywide model~~Countywide Model reflects the most current land use and trip making characteristics for the Bay Area. The Authority's countywide model meets the MTC consistency requirements as reported to MTC through the most recent modeling consistency report.

DEFICIENCY PLAN PROCEDURES

The CMP legislation requires Deficiency Plans to be prepared when a LOS standard established on the CMP network is exceeded, after calculating required exclusions. Chapter 8 describes the three basic steps in the process of deficiency planning: (1) identification of the deficiency and which jurisdictions must be involved in the plan preparation, (2) preparation of the Deficiency Plan itself, and (3) review, adoption and implementation of the Deficiency Plan.

Changes from the ~~2009~~2011 CMP No changes to the Deficiency Planning chapter have been made.

LOCAL COMPLIANCE REQUIREMENTS

The Authority evaluates local conformance with the CMP through its biennial monitoring of the CMP network and through local responses to the GMP Compliance Checklist. This evaluation of local conformance looks at the achievement of CMP level of service standards; steps taken to implement the recommendations of any Deficiency Plan that were incorporated into the Action Plans; and applying the Land Use-Transportation Evaluation Program as an alternative to the GMP evaluation process.

Changes from the ~~2009~~2011 CMP No changes to this chapter were made.

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Chapter 1

INTRODUCTION AND OVERVIEW

Passage of Proposition 111 in 1990 put into effect a legislative package that included a statewide increase in the gasoline tax and a number of changes in transportation financing and planning. It specified among other things that each county designate a countywide body, i.e. a Congestion Management Agency (CMA), to put programs in place to keep traffic levels manageable. The CMA was charged with helping to coordinate land use, air quality and transportation planning among the local jurisdictions and to prepare a Congestion Management Program (CMP) to spend the funds. In the fall of 1990, the County and Contra Costa cities and towns designated the Contra Costa Transportation Authority (the Authority) as the CMA for the County, with the responsibility for preparing and monitoring the preparation of the Contra Costa CMP.

Although a county can “opt out” of the CMP process, the Authority continues to function as the CMA. While its Growth Management Program (GMP) provides many of the same functional benefits as the CMP, the Authority has found that serving as Contra Costa’s CMA provides institutional roles that would not otherwise be given to the Authority. As CMA, the Authority’s role in programming State and federal funds is protected by statute. The Authority also represents Contra Costa jurisdictions in regional transportation forums with Caltrans, the Metropolitan Transportation Commission (MTC) and other CMAs. Being a CMA gives the Authority a “seat at the table” when addressing issues such as MTC’s Regional Transportation Plan — the Transportation 2035 Plan, or RTP — criteria for project prioritization, transportation modeling, implementation of regional projects, and air quality conformity.

The Authority adopted its first CMP in 1991, and has updated it ~~nineteen~~ times since then. This document is the ~~tenth~~eleventh update. The ~~2011~~2013 CMP responds primarily to key changes that have happened since the ~~2009~~2011 CMP was adopted.

The CMP is one part of an aggressive overall strategy to reduce congestion, improve mobility, and increase overall sustainability of the transportation system in the county. Action Plans for Routes of Regional Significance and the Authority's Countywide Comprehensive Transportation Plan (CTP) establish basic policies while updates to the Authority's Strategic Plan and involvement in corridor studies, such as the I-80 Integrated Corridor Mobility Study and the State Route 4 Integrated Corridor Analysis study, have helped refine programming and policy decisions. The Authority has also participated in major projects in the county, including the BART extension to the Pittsburg-Bay Point station in East County and the Caldecott Tunnel Fourth Bore. Other large projects such as improvements to State Route 4 and Interstate 680 also have been completed. Local governments receive street maintenance and improvement funds — from both Measure J and Proposition 111 — that can be put to work in relieving local problems.

1.1 Required Components of the CMP

This CMP fulfills the requirements of California Government Code Section 65088 et seq. As described below, it has been prepared by the Authority in consultation with local jurisdictions, other public agencies and members of the public. Consistent with State law, the program contains five elements:

1. Traffic Level of Service (LOS) standards applied to a designated system of State highways and principal arterial streets (Chapter 2);
2. A performance element that includes performance measures to evaluate current and future multi-modal system performance for the movement of people and goods (Chapter 3);
3. A seven-year capital improvement program (CIP) whose projects will maintain or improve the performance of the multimodal system for the movement of people and goods (Chapter 4);
4. A program to analyze the impacts of land use decisions made by local jurisdictions on regional transportation systems (Chapter 5); and
5. A travel demand element that promotes transportation alternatives to the single-occupant vehicle (Chapter 6).

In addition to preparing, adopting and implementing a CMP, each CMA is required to develop a countywide computerized travel demand model that uses a uniform database. Activities satisfying this requirement are discussed in Chapter 7 of this document. The CMA must also establish procedures for preparing Deficiency Plans when level-of-service standards are violated. The Deficiency Plan process is summa-

rized in Chapter 8. (The detailed Deficiency Plan Procedures are contained in a separate document.)

1.2 Relationship of CMP to MTC's Regional Transportation Plan

The CMP legislation requires MTC to review each CMP in the Bay Area for its conformance with MTC's RTP. MTC will assess the conformance of a county's CMP in the following areas:

- Conformance with the goals and objectives established in the RTP;
- Consistency of the CMP network with adjoining counties;
- Consistency with federal and State air quality plans;
- Consistency with the data and methodologies in MTC's travel demand model; and
- Recognition of financial assumptions in the RTP.

MTC adopted its most recent RTP — called the Transportation 2035 Plan — on April 22, 2009. This plan established three principles and eight goals that MTC hopes to achieve through its programs and policies. The principles chosen are principles of sustainability, and reflect transportation planning agencies' responsibility to balance potentially competing interests. The goals of MTC's RTP are consistent with the vision of the Authority first established in the 2000 CTP Update and refined in the 2004 and 2009 CTPs:

Strive to preserve and enhance the quality of life of local communities by promoting a healthy environment and a strong economy to benefit the people and areas of Contra Costa sustained by 1) a balanced, safe and efficient transportation network; 2) cooperative planning; and 3) growth management. The transportation network should integrate all modes of transportation to meet the diverse needs of Contra Costa.

Table 1.2-1 MTC RTP "Three E" Principles and Goals

Principle	Goal
Economy	Maintenance & Safety
	Reliability
	Efficient Freight Travel
	Security & Emergency Management
Environment	Clean Air
	Climate Protection

Table 1.2-1 MTC RTP “Three E” Principles and Goals

Principle	Goal
Equity	Equitable Access Livable Communities

The Authority’s vision for the future of Contra Costa addresses all three of the principles of the RTP by promoting a healthy environment and a strong economy for all of the people and areas of Contra Costa. This vision underlies the Authority’s many activities, from support for paratransit and transit services to development of new roadways, and from involvement in growth management to management of the Transportation Funds for Clean Air (TFCA) program in Contra Costa. The four goals of the 2011/2013 CTP further define the Authority’s intent:

- Enhance the movement of people and goods on highways and arterial roads,
- Manage the impacts of growth to sustain Contra Costa’s economy and preserve its environment,
- Expand safe, convenient and affordable alternatives to the single-occupant automobile, and
- Maintain the transportation system.

MTC’s RTP also identifies several objectives to measure the achievement of these goals. For example, the RTP sets an objective of reducing carbon dioxide emissions to 40 percent below 1990 levels by 2035 as one of the measures of achieving the goal of climate protection. Similarly, one of objectives for measuring achievement of the maintenance goal is to maintain local road pavement condition index (PCI) of 75 or greater for local streets and roads. Altogether, the RTP sets 13 objectives for the eight goals. Each objective sets a quantified measure against which achievement of the adopted goal would be assessed.

While the Authority’s CTP doesn’t set overall numeric objectives, it does incorporate the Multimodal Transportation Service Objectives (MTSOs) set in the Action Plans for Routes of Regional Significance. These plans, developed and adopted by the four Regional Transportation Planning Committees (RTPCs), set MTSOs, adopt actions to achieve them, and outline a process for sharing information on the impacts of larger projects and General Plan amendments. While the focus of the Action Plans is on the operation of the Regional Routes (which include the entire CMP network), some of the MTSOs apply more generally throughout the subarea. For example, among the many MTSOs it establishes, the West County Action Plan includes an MTSO for I-80 of “Maintain a Delay Index of 3.0 or less on I-80 during weekday morning and even-

ing peak hour” and an MTSO for San Pablo Avenue of “Maintain LOS “E” or better at all signalized intersections along San Pablo Avenue.” It also includes several region-wide MTSOs including increasing bicycle and pedestrian mode splits to 3 percent for commute trips by 2012 and maintaining 2006 pavement quality levels. All of the Action Plans have a similar mix of regional and Regional Route-specific MTSOs, some focused on vehicle objectives, with others pertaining to the non-auto modes.

The ~~2011~~2013 CMP uses the updated MTSOs from the Action Plans to provide the performance measures in Chapter 3, the Performance Element.

The Authority’s CTP outlines strategies to achieve its goals. Many of those strategies correspond to and will help achieve the objectives in MTC’s RTP. For example, MTC policies encourage: creating livable communities; transit-oriented development; safe ways for more people to walk and bicycle, especially to connect to transit; and partnering with local communities to support community vitality. In the CTP, under the goal of “manag[ing] the impacts of growth to sustain Contra Costa’s economy and preserve its environment,” the Authority has strategies to “participate in a regional cooperative land use planning process with agencies both within and outside of Contra Costa” and “support land use patterns within Contra Costa that make more efficient use of the transportation system, consistent with the General Plans of local jurisdictions.” Under the goal to “provide and expand safe, convenient and affordable alternatives to the single-occupant automobile,” the Authority has established strategies to “require local jurisdictions to incorporate policies and standards that support transit, bicycle and pedestrian access in new developments” and to “support transit-oriented and pedestrian-friendly developments.” These examples are only some of the correspondences that could be identified between MTC’s RTP and the Contra Costa CTP and its supporting plans and programs.

The CMP is one of those supporting plans and, as such, helps achieve both the Authority’s goals and MTC’s objectives. The CMP includes projects that address many RTP goals, especially those that maintain streets and roadways, improve transit service, enhance safety on Contra Costa’s transportation system, increase the operational efficiency of the transportation system, and develop facilities that provide alternatives to the single-occupant vehicle, including bicycle and pedestrian projects. The CMP also outlines transportation demand management efforts and a land use evaluation program — both of which are built on the Authority’s Growth Management Program established by Measure J (described in more detail in Section 1.4) — that strive to enhance sensitivity to the environment, improve air quality, reduce greenhouse gas emissions, and promote livable and sustainable communities.

If MTC finds a CMP to be consistent with the RTP, it will, as described in more detail in Chapter 4, incorporate the CIP of the CMP into the regional capital programming process for the Regional Transportation Improvement Program (RTIP), subject to

specific programming and funding requirements. Under the CMP legislation, in counties that continue to prepare a CMP, all highway and transit projects seeking State funds — as well as any project that will increase the capacity of the multimodal system — must be included in the CMP. These funds include federal Surface Transportation Program (STP) and Congestion Mitigation and Air Quality (CMAQ) program funds, funds programmed through the State Transportation Improvement Program, and bicycle projects funded through the TFCA.

The CMP will be submitted to MTC so that they can evaluate its consistency with MTC's RTP and with the CMPs of other counties in the region. Beyond MTC's evaluation of the CMP, all other implementation responsibilities rest with the Authority and local jurisdictions. Regional and State agencies do not have a role in evaluating local compliance with the program.

Bay Area Climate-Protection Context: The Joint Policy Committee and MTC

On July 20th, 2007, the Bay Area Joint Policy Committee (JPC) approved a Bay Area Regional Agency Climate Protection Program. This program has as a key goal: "To be a model for California, the nation and the world." Following from this key goal is a supporting goal: "Prevention: To employ all feasible, cost-effective strategies to meet and surpass the State's targets of reducing greenhouse gas emissions to 1990 levels by 2020 and to 80% below 1990 levels by 2050."

In pursuit of these goals, MTC's RTP has evaluated transportation strategies and investment programs relative to a target of reducing GHG emissions from on-road vehicles in the year 2035 by 40 percent compared to 1990 levels. ABAG has established the same target for assessing alternative land use scenarios in the development of the latest iteration of the region's policy-based forecast of population and employment: [the SCS Preferred Scenario \(aka Projections ~~2009~~ 2013\)](#). The Bay Area's regional agencies recognize the primacy of the climate change challenge as a driver of public transportation and land use policy, and are embracing the urgency of GHG reduction. The momentum established by these policies and actions to date will carry over into implementation of SB 375, in part through support and cooperation with local governments, CMAs, and others who are critical stakeholders in the development and maintenance of the transportation and land use system.

See Chapter 6: Travel Demand Element for more about the CMA role in implementing SB 375.

1.3 Local Jurisdiction Consistency with the CMP

Local governments must implement some portions of the CMP consistent with the countywide approach described here. The Authority, as Contra Costa County's des-

ignated CMA, will evaluate local conformity to the CMP biennially. The Authority will determine if jurisdictions are conforming to the CMP, including, at a minimum:

1. Consistency with LOS standards (the legislation includes provisions for some exceptions);
2. Adoption and implementation of a program to analyze the impacts of land use decisions on the regional transportation system and estimate the costs of mitigating those impacts; and
3. Participation in the development and implementation of a Deficiency Plan when LOS standards are violated.

All of these requirements are discussed in detail in this volume.

Under State law, if a CMA finds that a jurisdiction is not conforming with the CMP, and that jurisdiction does not come into conformance with the program within 90 days after receiving a notice of non-conformance, the State Controller will withhold apportionments of gas tax funds to that city or county. The local jurisdiction has 12 months to bring its programs into conformance. If after those 12 months it remains out of compliance, the State Controller will allocate its gas tax allocation to the Authority. The Authority may use the allocation for projects of regional significance that are on the seven-year CIP. The process by which the Authority will evaluate local conformity is described in Chapter 9.

1.4 Relationship between the CMP and the Authority's Growth Management Program

In November 1988, Contra Costa voters passed Measure C, the county's Transportation Improvement and Growth Management Program. Measure C had two main components: a half-cent sales tax generating revenues for transportation improvement projects and programs; and a GMP designed to help Contra Costa County plan for and accommodate continued regional growth and development. The GMP outlined a number of steps that each jurisdiction must comply with to receive certain funds through Measure C. (The Authority's GMP Implementation Documents, adopted in December 1990, outline how the GMP would be carried out.) Measure J, adopted by the voters in 2009, continues the GMP with some changes.

Two important components of the GMP are the Action Plans for Routes of Regional Significance (Action Plans) and the Countywide Comprehensive Transportation Plan (CTP). The Action Plans assess existing and future travel conditions on regional routes and identify specific actions to be undertaken by each participating agency to achieve the objectives set for each Regional Route. Regional Transportation Planning Committees (RTPCs) are responsible for developing the Action Plans. Action Plans are further described in Chapter 5 and Appendix C.

The CTP is the Authority's broadest policy and planning document. In addition to describing the Authority's vision and goals, the CTP outlines various strategies for addressing transportation and growth management issues within Contra Costa County. The CTP also "knits together" the various Action Plans. The first Action Plans were completed in 1995 and incorporated into the Authority's first CTP. The RTPCs last updated their Action Plans in ~~2000~~2009, and ~~again~~are currently updating those Action Plans as part of the ~~2009~~2014 CTP.

SIMILARITIES AND DIFFERENCES BETWEEN THE PROGRAMS

Many of the components of the Authority's GMP are similar to the State's CMP requirements (GMP requirements are summarized in Appendix B.). Also similar is the structure of the two programs: allocation of funds for transportation improvements to local jurisdictions is contingent on local participation in each of the programs. In the GMP, sales tax revenues are allocated annually; in the CMP, compliance with this countywide program is required for a jurisdiction to continue to receive its annual portion of gas tax revenue.

Compliance with the GMP is to be evaluated by the Authority biennially using a Compliance Checklist. In preparing the CMP, an effort has been made to emphasize the similarities in the two programs to create a unified set of Authority policies and to simplify implementation.

The CMP and the CTP required by the Measure J GMP differ in their focus. The CMP focuses on the more short-term, programmatic aspects of operating, maintaining and improving the transportation system. The CTP focuses more on the Authority's longer-term policies and programs for the transportation system and growth management. For example, the CMP addresses operation of the transportation network through the monitoring of current levels of service, while the Action Plans and the CTP look at future achievement (or non-achievement) of the MTSOs established for transportation system in Contra Costa. Where there is overlap, such as in the required evaluation of land use changes and their effect on the transportation system, the Authority has tried, to the extent possible, to use the same process. The integration of the two cannot be total, however. The Joint Powers Agreement that established the Authority as the CMA for Contra Costa provided a clear delineation between the two programs.

UPDATING THE ACTION PLANS, CTP AND CMP

Unlike the State requirement for biennial updates of a county's CMP, Measure J does not set a specific schedule for updating the CTP. We expect that major updates of the CTP will occur every four or five years following, roughly, the schedule of the RTP. This schedule will continue the pattern of major updates of the CTP. Following the adoption of the first CTP and Action Plans in 1995, the plan had major updates in

2000, 2004, and 2009. The Action Plans were also comprehensively updated in 2000 and 2009. We expect that Updates to the Action Plans commenced in early 2013, which upon completion, will be reviewed and updated as part of one of incorporated into the updates of the 2014 CTP.

1.5 CMP Preparation, Review and Adoption

CMPs are developed with the participation of several groups, including:

Contra Costa Transportation Authority As the CMA, the Authority reviewed and approved circulation drafts of the CMP and adopted the final CMP at a noticed public hearing. The Authority's Planning Committee has reviewed all sections of the CMP.

Technical Coordinating Committee (TCC) The TCC and its various sub-committees provided the first level of review of the CMP. In addition to Authority and local government staff, the TCC includes members representing the State Department of Transportation (Caltrans), MTC, and the County's five transit operators (listed below).

Regional Transportation Planning Committees (RTPCs) Drafts of the CMP components were circulated to the County's four RTPC's as the principal means of involving local decision-makers in the process. The RTPCs have also appointed staff members to the TCC. Figure 2.2 in the following chapter shows the boundaries of the RTPCs and the Routes of Regional Significance.

Citizen's Advisory Committee (CAC) The CAC, which serves as the Authority's citizen's advisory committee, provides oversight on key CMP policies.

Transit Agencies Representatives of the five transit agencies serving Contra Costa County (AC Transit, County Connection, Tri Delta Transit, WestCAT and BART) have participated in preparation of the CMP in several ways. Agency staff members have been active in the Bus Transit Coordinating Council and the TCC, and agency board members participate as members of some of the RTPCs.

Other Public Agencies Consultation with the Bay Area Air Quality Management District (BAAQMD) and with Alameda, Solano and San Joaquin counties has occurred at the staff level. CMP Appendix F describes the relationship between the CMP and the BAAQMD's Transportation Control Measures. MTC staff has participated in the TCC, and has provided general assistance relating to the interpretation of CMP requirements.

20112013 Contra Costa Congestion Management Program

~~Because, as noted above, the 2011 CMP focuses on specific CMP components (primarily the CIP), a somewhat abbreviated review process was undertaken.~~ Local jurisdictions, transit agencies and other potential project sponsors were asked to review ~~the CTPL~~their projects listed in the CTPL, and add or edit accordingly, as a basis for updating the CMP CIP to ensure that all projects and programs that they hoped to pursue over the next seven years are included. Transit agencies were also asked to review the transit standards for routing and frequency included in the performance element in Chapter 3. The TCC has reviewed the draft components of the CMP update, including the CIP. The Authority then will adopt the final 20112013 CMP Update at a noticed public hearing.

Chapter 2

CMP Network and Standards

STATE REQUIREMENTS

The State CMP legislation requires each CMA to designate a system of highways and roadways and establish traffic LOS standards for that transportation network. At a minimum, this CMP network must include all State highways and principal arterials. Once designated, a CMA cannot remove a roadway from the network.

Levels of service must be measured by either Circular 212, the most recent version of the Highway Capacity Manual, or by a uniform methodology adopted by the CMA that is consistent with the Highway Capacity Manual. MTC is responsible for determining whether any alternative method is consistent with the Highway Capacity Manual. Level-of-service standards cannot be set below the LOS E or the current level, whichever is farthest from level of service A. Failure to attain the established LOS standard, after required exclusions are made, will trigger the need for a deficiency plan. (See Chapter 8 on Deficiency Planning.)

Each CMA must monitor, at least every other year, whether these LOS standards are being met on the designated CMP network. Caltrans is responsible for collecting data on State highways and the Authority is responsible for collecting data on other components of the CMP network.

CHANGES FROM THE ~~2009~~2011 CMP

The ~~2011~~2013 CMP Update has kept the CMP network and LOS standards previously established in the ~~2009~~2011 CMP. However, as part of its update of the *Technical Procedures* in 2012, the Authority has transitioned away from the Circular 212 (CCTALOS) method to the Highway Capacity Manual methodology, as recommended by MTC. Section 2.2 describes this transition in more detail.

2.1 CMP Network

DESCRIPTION OF CMP NETWORK

The CMP must include a road network designated by the Authority that includes, at a minimum, all State highways and principal arterials. Because of its importance as part of the county's transportation system, BART is included in the CMP network. Once designated, no road may be removed from the system, although roads may be added as part of the required biennial CMP update.

In accord with the legislation, all State highways in the county are shown on the map of the CMP network (Figure 2.1). The mandatory inclusion of "principal arterials" is more difficult to interpret because there is no statutory definition of the term for the purposes of the CMP. MTC has noted that while the federal functional classification system defines principal arterials, other definitions exist. MTC will require consistency on facilities that cross county boundaries and will use its Metropolitan Transportation System (MTS) as a basis for its review.

RELATIONSHIP BETWEEN CMP NETWORK AND ROUTES OF REGIONAL SIGNIFICANCE

The CMP network is a subset of the network of Routes of Regional Significance adopted by the Authority. The network of Regional Routes is shown on Figure 2.2. With completion of the 2009 Update to the CTP and updates to the Action Plans for Routes of Regional Significance, the CMP includes new or refined projects and programs from the Action Plans. The adopted system of Routes of Regional Significance for the GMP is included in the CMP to underscore the Authority's current efforts to address land use decision impacts and transportation service objectives on a comprehensive route system.



SIGNIFICANCE OF CMP NETWORK DESIGNATION

For all of the roads on the CMP network, the CMP must establish traffic level-of-service standards. The Authority, as the CMA, will monitor the implementation of all elements of the CMP, partly by conducting a biennial determination of local conformity with the program. This conformity determination must include analysis of consistency with the CMP's level-of-service standards.

The other part of the CMP statute that refers to the adopted standards (and indirectly to the designated network) is the requirement for a seven-year capital improvement program (CIP) that "maintain[s] or improve[s] the performance of the multi-modal system for the movement of people and goods." This requirement suggests that the CIP need not be limited to projects on roads included on the designated CMP network; projects on other, non-designated roads may be included if they maintain or improve performance on the multimodal system.

CMP NETWORK POLICY

The Authority recognizes that designation of an arterial within a jurisdiction might place a financial or socio-economic hardship upon that jurisdiction if it were held responsible for major capital improvements. Therefore, it is the intent of the Authority to:

- Grant special priority for State or federal funding to CMP network or related improvements;
- Recognize that jurisdictions with a concentration of CMP routes deserve special consideration in the development of Action Plans and Deficiency Plans, (Authority staff would work closely with local jurisdictions to facilitate the preparation of Deficiency Plans to meet statutory requirements);
- Give first funding priority to projects that address deficiencies in the CMP network as defined in adopted Deficiency Plans; and
- Recognize that improvements to local arterials within a jurisdiction will be made only with the approval of the local jurisdiction.

DESIGNATION OF PRINCIPAL ARTERIALS

The flow chart in Figure 2.3 illustrates the methodology used in designating CMP routes. All roads meeting three conditions are included in the network:

1. The road is four lanes or wider for at least one mile;
2. Average daily traffic on the road equals or exceeds 20,000 vehicles per day for a segment of one mile or greater; and
3. The road has been designated by the appropriate RTPC as a Route of Regional Significance.

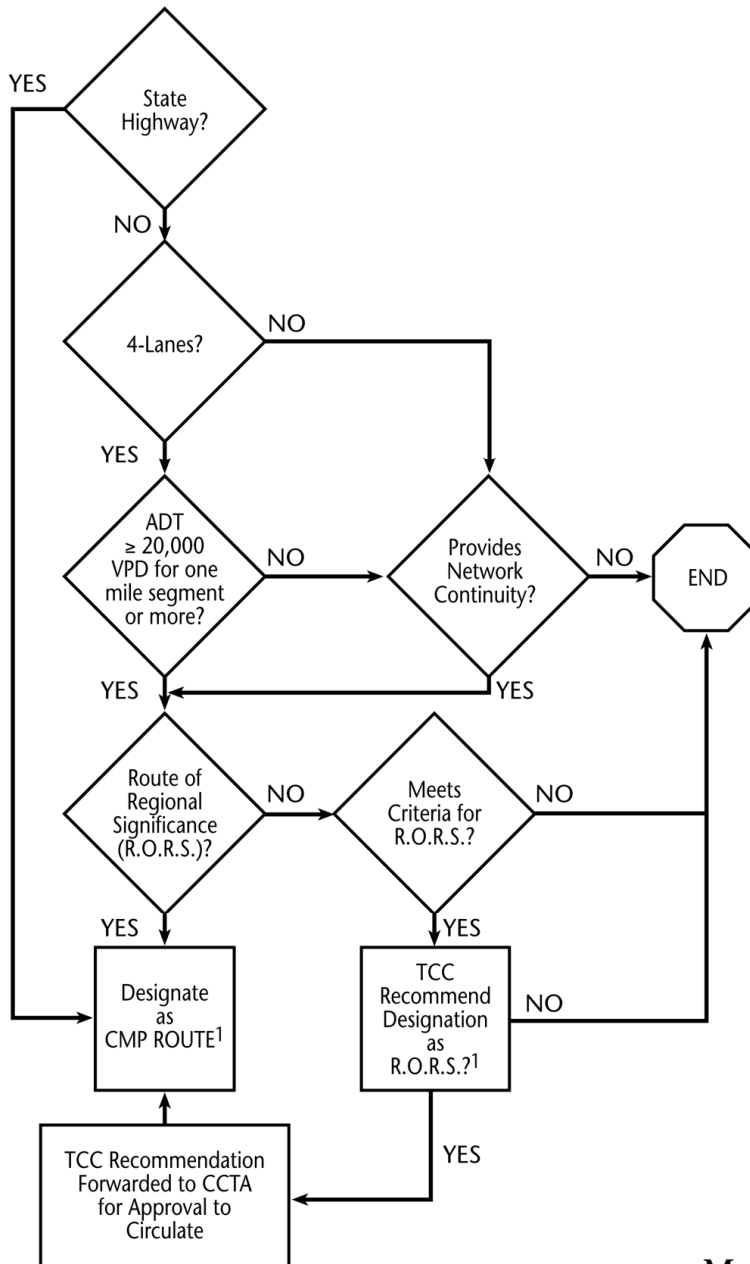
After reviewing the network of roadways that met these criteria, additional roads were added because they provide CMP network continuity. The CMP network was reviewed by the TCC and the RTPCs.

DESIGNATION OF CMP MONITORING INTERSECTIONS

The Authority monitors the functioning and performance of principal arterials on the CMP network through a series of CMP Monitoring Intersections. These CMP Monitoring Intersections were designated according to the following criteria:

1. Considered a major intersection on the CMP Network (that is, the crossing of two arterials and representative of local traffic conditions);
2. The intersection of two CMP routes, including signalized freeway ramp locations; or
3. At the end of the CMP route or within the route such that there was no data available for nearby adjacent intersections.

The Authority may add new CMP Monitoring Intersections that meet the criteria for designation, either on a short- or long-term basis. These new intersections would be added as necessary if new CMP routes are designated, or when traffic impacts from significant new development or new transportation projects within the county or region significantly change the performance of the CMP network. Level-of-service standards for new Monitoring Intersections will be established using the standards for signalized intersections between Monitoring Intersections outlined in Appendix D. Jurisdictions may be able to establish a LOS standard of F for intersections on the CMP network if they can show that the intersection operated at LOS F in or before 1991.



¹ Designation subject to approval by Regional Transportation Planning Committees.

Figure 2.3
Methodology for
Designating CMP
Network

2.2 Level-of-Service Standards

STATE REQUIREMENTS FOR LOS STANDARDS

CMP legislation requires that every CMA adopt LOS standards for the designated CMP network. The CMP legislation states that, “In no case shall the LOS standards established be below level of service E or the current level, whichever is farthest from level of service A....” (Govt. Code 65089[b][1][B]) Therefore, if the current level of service is F, representing significant congestion, the LOS standard can be set at level of service F. Alternatively, if the current level of service is A, the CMA has the option of setting the LOS standard between the existing level A and the lowest allowable level of service E.

After reviewing the network of roadways that met these criteria, additional roads were added because they provide CMP network continuity. The CMP network was reviewed by the TCC and the RTPCs.

DESIGNATION OF CMP MONITORING INTERSECTIONS

The Authority monitors the functioning and performance of principal arterials on the CMP network through a series of CMP Monitoring Intersections. These CMP Monitoring Intersections were designated according to the following criteria:

- Considered a major intersection on the CMP Network (that is, the crossing of two arterials and representative of local traffic conditions);
- The intersection of two CMP routes, including signalized freeway ramp locations; or
- At the end of the CMP route or within the route such that there was no data available for nearby adjacent intersections.

The Authority may add new CMP Monitoring Intersections that meet the criteria for designation, either on a short- or long-term basis. These new intersections would be added as necessary if new CMP routes are designated, or when traffic impacts from significant new development or new transportation projects within the county or region significantly change the performance of the CMP network. LOS standards for new Monitoring Intersections will be established using the standards for signalized intersections between Monitoring Intersections outlined in Appendix D. Jurisdictions may be able to establish a LOS standard of F for intersections on the CMP network if they can show that the intersection operated at LOS F in or before 1991.

DETERMINATION OF LEVELS OF SERVICE

The CMP establishes two types of LOS standards: standards for freeway segments and standards for CMP Monitoring Intersections on principal arterials. The first Contra Costa CMP adopted in 1991 described in detail the process used to establish these

LOS standards. (Please refer to the 1991 CMP for this description.) For both freeway segments and CMP Monitoring Intersections, an analysis of existing conditions was used to identify locations at LOS F and to determine appropriate standards.

Freeways The Authority initially established freeway LOS standards in 1991 by comparing traffic volumes, travel speeds and Caltrans' 1990 Congested Highways Locations Map. Where any of these data indicated LOS F, the 1991 CMP assumed that the freeway segment operated at LOS F. Since speed is a controlling factor in determining LOS F locations, new travel speed measurements were subsequently made on those segments with a preliminary assessment of LOS E. Table 3-1 of the Highway Capacity Manual was used to determine the level of service corresponding to the given freeway segments, and all freeway segments where LOS F was detected were so assigned.

CMP Monitoring Intersections The Authority used available traffic count information and the procedures outlined in the Authority's Technical Procedures to determine intersection LOS: (see methodology change discussion below). Unsignalized CMP Monitoring Intersections were analyzed as signalized intersections. Where it was suspected that the calculated LOS did not accurately reflect existing levels of congestion, supplemental field observations were conducted. Observations of LOS E were changed to LOS F where the field observation found long traffic signal cycle length or long queues. (See Section 2.4 below for a description of the frequency and method of monitoring levels of service on the CMP network.)

AS PART INTERSECTION LEVEL OF SERVICE METHODOLOGY CHANGE

MTC guidance from the 2011 CMPs recommended Bay Area CMAs consider adopting the most recent Level-of-Service methodologies from the Highway Capacity Manual (HCM), in order to have a consistent platform with which to determine traffic service levels across jurisdictions. The 2011 CMP indicated that the Authority's technical committees, the Technical Modeling Working Group (TMWG) and Technical Committee, would consider the HCM methodologies.

Starting in mid-2012, as part of the update to of the Authority's Technical Procedures manual, which is currently underway, the new methodologies and multimodal analysis option, the TMWG began looking into the HCM methodology, its advantages, disadvantages, and compatibility with current practices and policies. The TMWG received a comparison of calculations on 65 Contra Costa CMP intersections, and in the majority of locations, the results were the same or comparable with the existing CCTALOS methodology, with no locations becoming deficient.

TMWG members supported the transition away from CCTALOS to the HCM methodology, and this recommendation was approved by MTC will be considered as one

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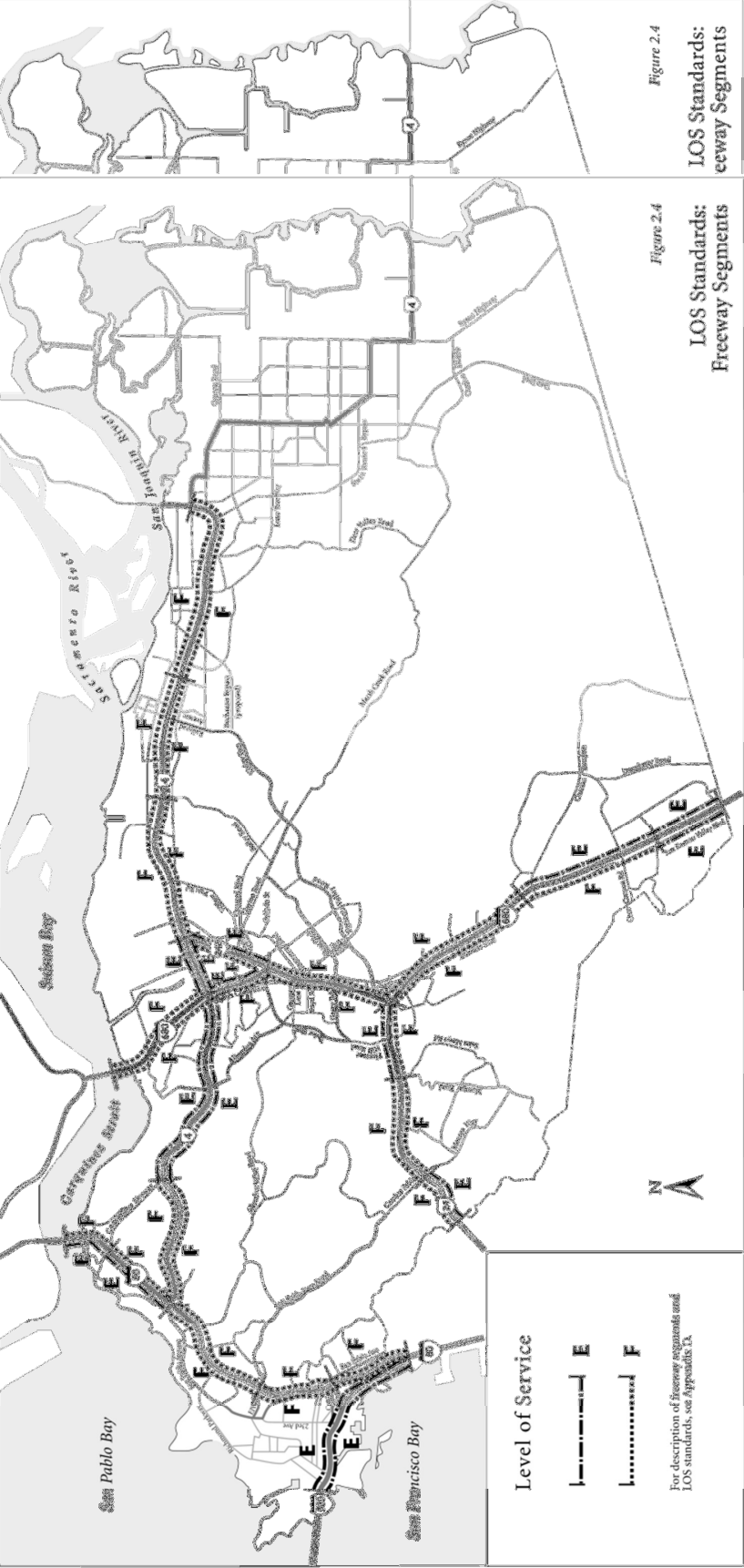
of the options for inclusion in the TCC, and ultimately, the Authority upon adoption of the *Technical Procedures* update in December 2012. Guidelines were developed for using the HCM methodology and are included as an appendix in the *Technical Procedures*.

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FREEWAY SEGMENT LEVEL OF SERVICE STANDARDS

The LOS standards for freeway segments on the CMP network are shown in Figure 2.4 and listed in Appendix D. The LOS standards were set by direction for each freeway segment and are based on the peak period LOS results for that segment. For example, for State Route 24 between Interstate 680 and Pleasant Hill Road, the peak period for westbound traffic occurs in the morning and the peak period for eastbound traffic takes place in the evening. The LOS standards reflect these peak period conditions accordingly. Freeway segments were set at LOS E standard unless any of the available data indicated LOS F.

The ~~2011~~2013 CMP Update keeps the freeway segment LOS standards the same as in previous CMPs. The monitored level of service on freeway segments, however, can change based upon the Authority's biennial will of review travel time and speed data collected by Caltrans and supplemented by field collection of data.



Contra Costa Transportation Authority a Transportation Authority
November, 1997

DETT & BHATIA
Urban and Regional Planners

ER-16, 2011

Draft 2011

LEVEL OF SERVICE STANDARDS FOR CMP MONITORING INTERSECTIONS

Figures 2.5, 2.6 and 2.7 identify the LOS standards for CMP Monitoring Intersections in West, Central and East County, respectively. (Standards for each CMP Monitoring Intersection are also listed in Appendix D.) As with the freeway segments, the intersection LOS standards were based on peak period (A.M. or P.M.) conditions.

The standard for intersections operating at LOS F in 1991 was set at LOS F; the standard at all remaining intersections was set at LOS E.

LEVEL-OF-SERVICE STANDARDS FOR OTHER INTERSECTIONS ON THE CMP NETWORK

Level-of-service standards apply to all signalized intersections on the CMP network, not just to CMP Monitoring Intersections. LOS standards for both CMP Monitoring Intersection and signalized intersections that lie between CMP Monitoring Intersections are shown in Appendix D. A LOS standard of E has been applied to intersections that lie between Monitoring Intersections that have an LOS E standard. A LOS standard of F has been applied to intersections that lie between Monitoring Intersections that have a LOS F standard.

Table 2.4-1 Frequency Of CMP Monitoring

<i>LOS Standard</i>	<i>LOS in Most Recent Monitoring Report</i>	<i>Period of Monitoring</i>
E	LOS A–D ($\leq v/c$ 0.9)	Biennial
E	LOS E ($> v/c$ 0.9)	Annual
E	LOS F ($\geq v/c$ 1.0)	Annual
F	Already at LOS F	Biennial*

* For informational purposes only; Deficiency Plans not required.

2.3 Level-of-Service Methodology

Different methods of calculating LOS are needed for the two types of roads: one that applies to signalized intersections and one that applies to freeway segments. For CMP monitoring purposes, unsignalized intersections will be analyzed as signalized intersections.

The method for basic freeway levels of service established in the Highway Capacity Manual is used to monitor LOS standards on the freeways in Contra Costa. The method of calculating intersection LOS outlined in the Authority's Technical Procedures is used to monitor intersection LOS.

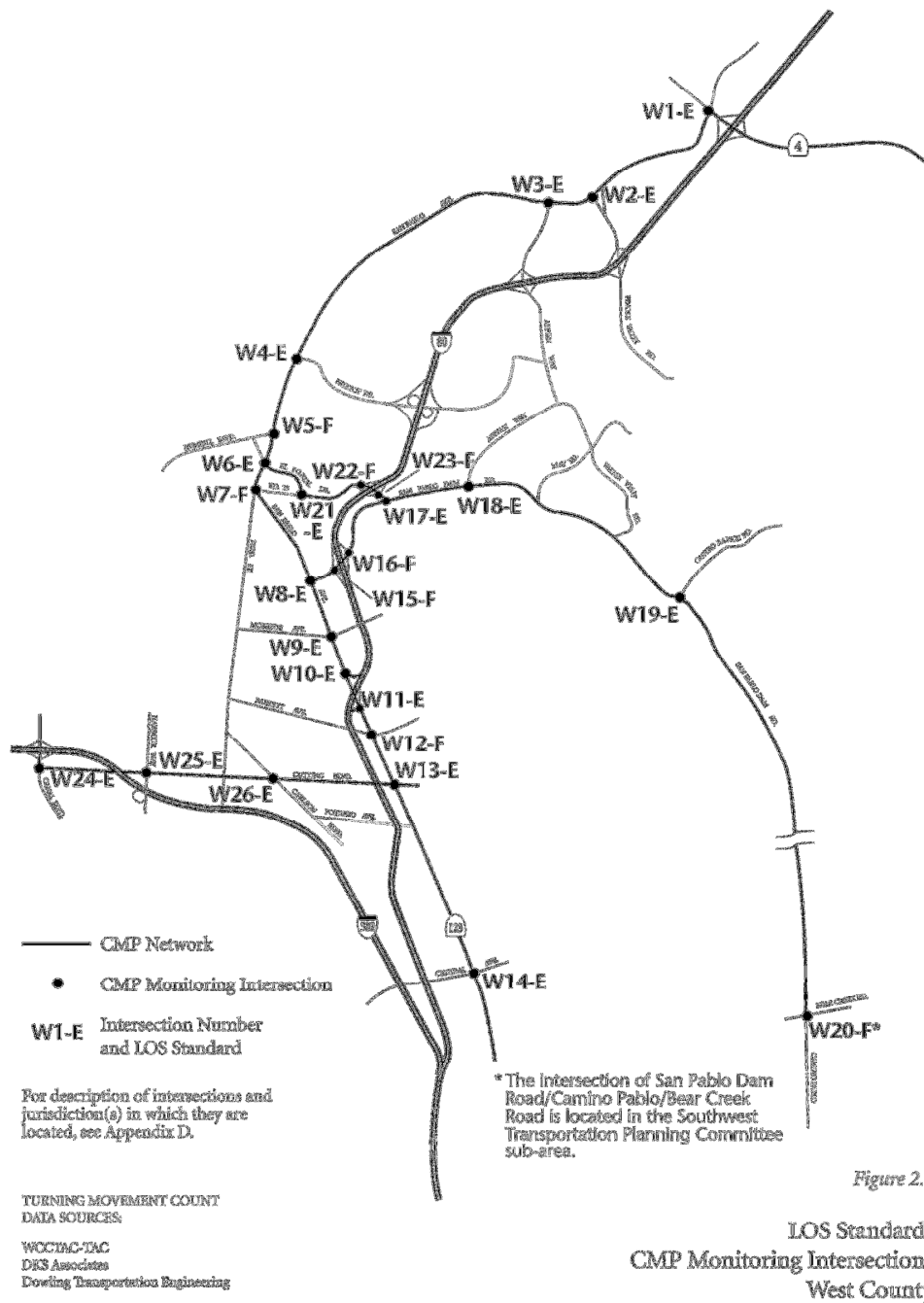
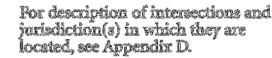
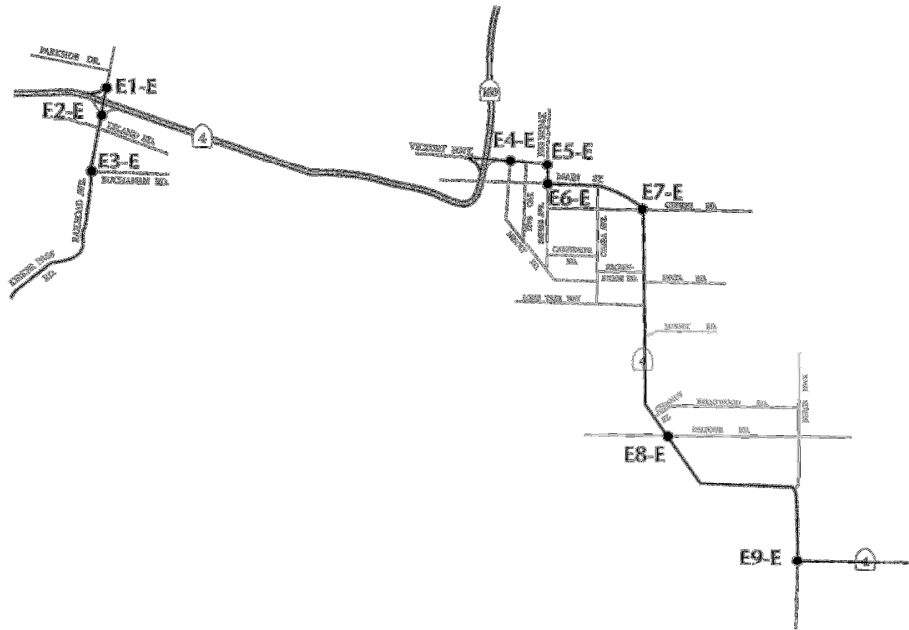


Figure 2.5





- CMP Network
- CMP Monitoring Intersection

E1-E Intersection Number and LOS Standard

For description of intersections and jurisdiction(s) in which they are located, see Appendix D.



Figure 2.7
LOS Standards
CMP Monitoring Intersections
East County

2.4 Monitoring of LOS Standards

Levels of service on most freeway segments and CMP Monitoring Intersections on the CMP network are monitored biennially to determine if the standards are being met. ~~Annual monitoring, however, is conducted for freeway segments and monitoring intersections where the most recent measured level of service is approaching the established standard. The schedule of monitoring is outlined in Table 2.4 1. This monitoring will~~Monitoring data was collected in the March-May 2013 timeframe. ~~Annual monitoring may also occur where~~ include freeway segments where speeds of less than 35 miles per hour are measured or at CMP monitoring intersections where the volume-to-capacity (v/c) ratio is equal to or greater than 0.91 using the methodology adopted in the Authority's Technical Procedures.

Annual monitoring ~~is~~may also ~~be~~ conducted where historic traffic patterns have been significantly altered. For example, traffic conditions would be considered "significantly altered" adjacent to major new development projects where the traffic impact analysis performed for the development predicts a potential exceedance of the adopted level of service standard at a monitoring intersection upon project occupancy.

The Authority manually collects turning movement counts at CMP Monitoring Intersections with LOS E standards. The CMP legislation requires that data collection and analysis be conducted by Caltrans for freeways and State highways. To meet this requirement, the Authority ~~assumes that Caltrans will continue to collect freeway has historically used~~ travel-speed data which will be used to evaluate current levels of service on freeway segments with LOS E Standards. As necessary, the Caltrans data may be supplemented with travel-time runs ~~conducted by the Authority using "probe" vehicles.~~ More recently, the Authority has used data obtained from PEMS (internet-based Caltrans operations data), supplemented by Bluetooth™ (proprietary third-party vendor-based) data to evaluate freeway LOS.

Some trips — interregional travel, trips not originating in Contra Costa County, trips generated by low- and very-low- income housing or high-density development near fixed-rail passenger stations — must be excluded when calculating whether a deficiency exists on the CMP network. (See Chapter 8 for a summary of how exclusions would be made; see the Deficiency Plan Procedures for a detailed explanation of how exclusions are calculated.)

(Results from the most recent monitoring of LOS standards are reported in Appendix J¹).

2.5 Local Compliance with CMP Level-of-Service Standards

At least every other year, the Authority must determine if the County and cities are in compliance with the CMP, including consistency with LOS standards described in this chapter. If these standards are not met and the deficiency remains even after making required exclusions, local jurisdictions may be required to work together to prepare a Deficiency Plan. The Deficiency Plan must identify the most effective strategies for improving current and future system performance. The conditions of and method for determining local compliance with the CMP are described in Chapter 9.

¹ Forthcoming

Chapter 3

Performance Element

Each CMP must include a performance element that includes measures to evaluate the current and future performance of the multi-modal system for the movement of people and goods. At a minimum, the performance measures must address highway and roadway system performance, the frequency and routing of public transit, and the coordination of transit service provided by separate operators. The performance measures must support mobility, air quality, land use, and economic objectives. Each CMA must use the performance measures in the development of the capital improvement program, deficiency plans, and the land use analysis program.

The CMP legislation defines a performance measure as “an analytical planning tool that is used to quantitatively evaluate transportation improvements and to assist in determining effective implementation actions, considering all modes and strategies.” Violation of a performance measure, unlike LOS standards, will not require the preparation of a deficiency plan.

3.1 The Multimodal Transportation System

The multimodal transportation system that serves Contra Costa includes roadways, transit systems, and pedestrian and bicycling facilities as well as other programs to improve the efficiency and operation of the system.

ROADWAY COMPONENT

The hundreds of miles of roads and streets that make up the roadway system of Contra Costa County range from freeways and major arterials to local streets and rural roads. The county’s freeways include portions of both the federal interstate system (I-80, I-580 and I-680) and State freeways (State Routes 4, 24, 160 and 242). State highways also include the non-freeway portions of State Route 4 in West and East County as well as State Route 123 (San Pablo Avenue) in El Cerrito and Richmond. These freeways and other State highways are designated as both Routes of Regional Significance and as part of the CMP network.

Contra Costa also includes many arterial and collector streets. The most important of these streets are designated as part of the CMP network, Routes of Regional Significance or both. These two networks of streets and highways are shown in Figures 2.1 and 2.2, respectively.

The majority of roadway miles, however, are either local streets or rural roads. Many of these streets and roads individually carry relatively little traffic but are essential for access and mobility throughout the county and region. The State CMP legislation does not require LOS standards for these more local streets. While the Measure C GMP required each jurisdiction to set local LOS standards for these nonregional routes, Measure J discontinues this requirement.

TRANSIT COMPONENT

Contra Costa County is served by five public transit operators. Four of these operators — AC Transit, ~~the~~ County Connection, Tri Delta Transit, and WestCAT — provide bus service in various parts of the county. The fifth, BART, serves many of the county's urban areas with frequent fixed-rail mass transit services.

Alameda-Contra Costa Transit District (AC Transit) AC Transit, the largest bus system within Contra Costa County, provides services within the western portions of the county. ~~Its service links the county~~The Contra Costa communities served directly by AC Transit include the cities of El Cerrito, Richmond, San Pablo and Pinole, as well as the unincorporated areas of Kensington, East Richmond Heights, Rollingwood, North Richmond, and El Sobrante. Its service links the County to the older parts of the East Bay in Alameda County, to San Francisco through its express bus service to the Transbay Terminal and to the BART system through its service to stations in Contra Costa and Alameda Counties. ~~It operates 105 all-day local routes, (27 of which are Transbay lines to San Francisco and the peninsula), four East Bay express routes during the commute period, 17 other routes during only the commute period, and five routes offering community or destination-based service.~~

AC Transit operates 69 local routes, 30 Transbay lines to San Francisco and the peninsula (27 during the commute period, with three offering all-day service), five overnight routes (generally between midnight and 5am), 39 supplemental school-day routes, and two contracted services (downtown Oakland shuttles).

Bay Area Rapid Transit District (BART) The BART rail system encompasses 104 miles of double mainline track serving Alameda, Contra Costa and San Francisco Counties. In total there are 44 stations in the system. The BART system is designed to provide rail access to the major employment centers of these three counties from adjoining residential areas.

~~Central~~10 stations are sited in Contra Costa Transit Authority (, including Richmond, El Cerrito del Norte and El Cerrito Plaza in West County; Orinda and Lafayette in Lamorinda; Walnut Creek, Pleasant Hill/Contra Costa Centre, Concord, and North Concord/Martinez in Central County; and Pittsburg-Bay Point in East County. A transfer station is currently under construction as part of the eBART project, which

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will ultimately include new stations along SR-4 at Railroad Avenue and Hillcrest Avenue.

County Connection) ~~The Central Contra Costa Transit Authority (CCCTA or~~ County Connection) provides bus service within central Contra Costa County from Martinez to ~~Danville~~San Ramon and from Orinda to Clayton. Most of its ~~2831~~ bus routes connect with one of the seven BART stations within the service area. The County Connection also provides seven express bus routes within its service area, including service in the I-680 corridor to Bishop Ranch in San Ramon, the Pleasanton ACE station, and from Martinez to Walnut Creek BART ~~, and the Dublin Pleasanton BART station.~~

Eastern Contra Costa Transit Authority (Tri Delta) Tri Delta Transit serves the eastern parts of Contra Costa. Its service area includes the cities of Pittsburg, Antioch, Oakley, Brentwood, and Bay Point as well as ~~the all~~ unincorporated areas ~~adjacent to State Route 4 in eastern Contra Costa County.~~ Tri Delta Transit operates ~~2018~~ fixed routes, including ~~4712~~ weekday-only routes (a few limited to peak hour service) and ~~three~~four weekend- or holiday-only routes. Tri Delta Transit's fixed routes include ~~four~~two commuter routes serving Concord, ~~Livermore, Dublin,~~ and Martinez. It also includes a dedicated express route to the Pittsburg/Bay Point BART station. Tri Delta Transit also provides door-to-door services for senior citizens and people with disabilities ~~including service in conjunction with the City of Antioch's Senior Bus program.~~ Tri Delta Transit coordinates their services with BART, AMTRAK, County Connection, Westcat, Wheels, and the Delta Breeze.

Western Contra Costa County Transit Authority (WCCCTA or WestCAT) WestCAT serves the northwestern part of Contra Costa, providing local, express, and regional service to the cities of Pinole and Hercules and the unincorporated areas of Rodeo, Crockett and Port Costa, with fixed-route bus service. It operates eight local fixed-stop routes Monday through Friday, which are coordinated with arrival and departure times of WestCAT Express buses at major locations. Two local routes operate on Saturdays. Four Express routes operate with timed connections to BART at Del Norte BART station. Regional service is operated to Martinez, San Francisco's Transbay Terminal (LYNX) and Contra Costa College, with connections to AC Transit at this location.

NON-MOTORIZED MODES OF TRAVEL

Besides roadways and transit systems, Contra Costa is served by a variety of pedestrian and bicycle facilities. Contra Costa has a well-developed system of bicycle and pedestrian trails, including the Iron Horse Trail, Delta de Anza Trail, Contra Costa Canal Trail, and the Ohlone Greenway, as well as many bike lanes and bike routes, although significant gaps remain in several locations. Many surface streets incorpo-

rate sidewalks, crosswalks and other pedestrian facilities as part of their design. Local streets in older parts of the county, which were built when auto use was lower, tend to allocate more of the street cross-section to sidewalks and to include a greater separation between sidewalks and roadways. Newer parts of the county tend to have more developed off-street trails and pathways. These facilities provide alternatives for pedestrians to walking along heavily traveled streets. In addition, the county has various recreation trails that connect urban areas with parks, open space and rural lands.

Bicycles may use most roadways in the county including some portions of freeways where alternative roads are not available for bicyclists. To encourage their safe use, cities and the County have also established specific bicycle facilities. These facilities range from bike lanes and bike routes, which are part of the street, to bike paths which provide a separate route — often part of or next to a pedestrian path — for the bicyclist. The county's Iron Horse Trail from Dublin to Martinez represents a combined bicycle-pedestrian facility that is used for both commuting and recreation.

The Authority has developed a Countywide Bicycle and Pedestrian Plan that outlines policies and actions for improving the environment for bicyclists and pedestrians within Contra Costa and, thus, encourage more walking and bicycling. The first plan was adopted by the Authority in December 2003; an update to that plan was adopted ~~on~~ⁱⁿ October 2009. On a regional level, MTC is continuing to plan for improvements to the network bicycle routes and facilities and is updating its Regional Bicycle Plan as part of the next update to the Regional Transportation Plan.

As part of the 2013 Update of the Action Plans for Routes of Regional Significance, measures found in the 2010 Highway Capacity Manual's new Multimodal Level of Service (MMLOS) may be tested as a way of quantifying conditions for modes other than the automobile. Use of MMLOS will be determined by individual RTPCs during each Action Plan development process.

DEMAND MANAGEMENT STRATEGIES

The county's multimodal transportation system also includes strategies to limit demand for travel, especially automobile travel, on the county's roadways and to make its operation more efficient. Chapter 6 outlines the Travel Demand Element of the CMP. In addition, the CIP includes projects and actions — such as signal synchronization projects — that would improve the efficient movement of traffic on the roadway system.

3.2 Measures of Highway and Roadway System Performance

To build upon the GMP established under Measure C and continued under Measure J, the Authority has drawn the required performance measures for roadways from the Multimodal Transportation Service Objectives (MTSOs) in the Action Plans for Routes of Regional Significance. These measures will apply to the same roadways and corridors they apply to in the Action Plans and the Countywide Plan. Table 3.2-1 lists these performance measures. These performance measures were revised to incorporate the MTSOs included in the Action Plans that were updated in 2009.

There is a significant difference between the CMP performance measures and the Action Plan MTSOs. While the performance measures — consistent with the CMP legislation — provide quantifiable measures of the performance of the multimodal system, they do not include specific thresholds to be achieved. That is, they give decision-makers information on changes in the performance of the transportation system, by comparing current monitoring to either earlier monitoring results or to modeling results for future years. The Action Plan MTSOs, on the other hand, set specific targets to be achieved or maintained on the Regional Routes. Both are designed to help the Authority and other agencies evaluate transportation improvements and major development projects that affect the local and regional transportation system and to assist in determining effective implementation actions. The CMP legislation specifically notes that performance measures do not trigger the preparation of deficiency plans. The GMP, on the other hand, requires changes to proposed projects, or changes to the MTSO or actions to achieve it, if a project would hinder its achievement.

Changes in the performance measures caused by transportation improvements would be quantified using the Authority's computerized travel demand model.

Table 3.2-1 Roadway Performance Measures

<i>Performance Measures</i>	<i>CMP Roadway(s)</i>
Average Speed	I-580, I-680, Alhambra Avenue, Clayton Road, Pacheco Blvd./Contra Costa Blvd.
Average Stopped Delay	Clayton Road, Treat Blvd., Ygnacio Valley/Kirker Pass Rd
CCTA Bus Service to Lafayette BART	Pleasant Hill Road
Delay Index	I-80, I-680, SR 4, SR 4 Bypass, SR 24, SR 242, SR 84, San Pablo Dam Road/Camino Pablo
Duration of Congestion	I-680
Hourly average loading factor on BART	SR 24

Table 3.2-1 Roadway Performance Measures

<i>Performance Measures</i>	<i>CMP Roadway(s)</i>
HOV lane utilization	I-80, SR 4
Level of Service	I-580, SR 4, Geary Road, N. Main St., Treat Blvd., Ygnacio Valley/Kirker Pass, Railroad Avenue, San Pablo Dam Road, San Pablo Avenue
Maximum wait time for drivers on side streets	Camino Pablo
School Bus Service	Pleasant Hill Road
Volume-to-capacity ratio	Pacheco Blvd., Treat Blvd., Ygnacio Valley/Kirker Pass

Adapted from the Multimodal Transportation Service Objectives adopted in the Action Plans for Routes of Regional Significance.

3.3 Measures for Frequency and Routing of Transit Service

AC TRANSIT

The Mission Statement of AC Transit, established in its 2001–2010 Short-Range Transit Plan (SRTP), is “to provide safe, convenient, courteous and reliable transit service.” In addition, AC Transit also adopted a new vision statement for the district:

AC Transit’s vision is to be the mobility manager for the East Bay; allowing anyone to go anywhere they want safely, quickly and efficiently. We have begun internally, by developing Critical Business Outcomes and emphasizing working together to solve problems. The District will develop coalitions that build a regional perspective for an effective and innovative transportation system. By improving the quality of life, easing congestion and stimulating economic development in the East Bay, the District will become an integral part of the region’s future.

Table 3.3-1 AC Transit Service Span and Frequency

<i>Route Type</i>	<i>Span of Service</i>	<i>Frequency</i>
Core Trunk and Major Corridor	5 AM to Midnight	10 minute peak
Rapid Services	6 AM to 8 PM	12 minute peak
Urban Crosstown / Feeder	5 AM to 10 PM	15 minute peak
Suburban Crosstown / Feeder	5 AM to 10 PM	30 minute peak (or peak only)
Owl (modified Trunk route)	Midnight to 5 AM	30 – 60 minute

Table 3.3.2 AC Transit Density Standard

Persons per Square Mile	Route Spacing	Route Structure	Weekday Peak Frequency Standard
20,000 and over (High Density)	¼ mile	Grid	Trunk/Major Corridor:
20,000 – 10,000 (Medium Density)	¼ - ½ mile	Grid	Urban Crosstown/Feeder
10,000 – 5,000 (Low Density)	½ mile	Focal Point Timed-Transfer	Suburban Crosstown/Feeder:
5,000 – 0 (Very Low Density)	1 mile	Focal Point Timed-Transfer	Low Density Routes

Source: 2003 -13 Short Range Transit Plan

Table 3.3-3 AC Transit Service Definitions

Demand-Based Services Route Type	Description of Service
<u>Core Services: Trunk Routes and Major Corridors:</u>	<u>Routes that fall into this category represent the routes that should operate at the most frequent levels of service possible, for the longest span of service. These include: East Bay trunk, major corridor, crosstown and/or feeder routes providing high LOS, frequencies and passenger amenities operating on the densest portions of the East Bay. Providing these services is based on user demand and ridership. Services operating on corridors where residential densities are at least 20,000 residents per square mile (or comparable commercial densities). Routes in these corridors provide the backbone of the transit system; operate along the arterial streets and provides a high level of local and limited stop service.</u>
<u>A. Trunk Routes</u>	<u>Rapid Provide the backbone of the transit system; operate along the arterial streets and provide a high level of local and limited stop service (ten-minute frequencies or better). Provides limited stop service along a Trunk Route or Major Corridor featuring wide stop spacing, headway based schedules, transit signal priority and passenger amenities. Underlying local service contributes to aggregate service frequency.</u>
<u>B. Major Corridor Urban Secondary, Crosstowns and Feeder Routes</u>	<u>Complement Routes operating in medium density corridors (10,000-20,000 residents per square mile or comparable commercial densities). These routes complement the trunk route network, providing a high level of local stop service (10-15 minute frequencies or better). These corridors also are candidates for capital improvements to assist in bus operations.</u>

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Table 3.3-3 AC Transit Service Definitions

~~C. Suburban Crosstowns and Feeder Routes:~~	~~Feed either Routes operating in medium density corridors (5,000-10,000 residents per square mile). These routes feed BART, park and ride lots, or other AC Transit Routes, or serve neighborhood circulation functions with a high level of service (15 minute frequencies or better). Includes all other high productivity routes.~~
~~Low Density Routes~~	~~Primarily routes operating in areas of very low density (fewer than 5,000 residents per square mile).~~
~~Coverage-Based Community Flex Services:~~	~~Primarily routes operating in areas of very low density, again, fewer than 5,000 residents per square mile, that provide a more flexible operation than traditional fixed route service.~~
~~Community Service Routes~~	~~Even though the vast majority of the District's passengers are well served by the Core Network, there are still areas that require service to assist in passenger's mobility needs. About 30% of the District's resources should be for providing coverage-based services. These routes are intended to serve specialized needs for group of individuals for which fixed route service may not be warranted. Service usually operates sporadically to trip attractors such as shopping centers and senior centers.~~
~~I. Feeder and Cross-town All-Nighter (Owl) Routes~~	~~Feed either BART or other AC Transit routes with a modest level of service. Also may serve as a neighborhood circulation function. Routes providing service between 12 midnight and 6am. All-Nighter routes operate as a lifeline serviced during the "owl gap" period.~~
~~II. Flexible Service-Transbay Routes~~	~~Operates in areas where demand is low or when geographical constraints of operating standard size vehicles prevents fixed route service. Routes providing service to downtown San Francisco via the Bay Bridge Corridor, and to peninsula destinations via the San Mateo and Dumbarton Bridge Corridors.~~
~~II. Supplementary Services~~	~~Special services operated to meet common carrier requirements of Federal and State laws and accommodate school bell times.~~

Source: AC Transit, ~~Short Range Transit Plan - Fiscal Years 2001-2010~~ Board Policy No. 550.

The SRTP also established five goals and several supporting objectives that relate specifically to the standards for frequency, routing and coordination required by the CMP legislation:

- Provide high-quality, useful transit service for customers in the East Bay
- Make sure that customers are the first priority
- Strengthen financial stability

- Plan and advocate for funding and implementation of future projects
- Increase employee participation and pride in the agency

Measures of Frequency AC Transit has established maximum headways (time between buses) by service type and time of day or day of the week. The frequency standards are shown in Table 3.3-1 and the service types are described in Table 3.3-3.

Measures of Routing Bus route spacing, or the average distance between parallel bus lines, is based on residential densities, location of major activity centers, topography and street patterns. The standards listed below in Table 3.3-2 give general guidelines for determining the adequacy of access to local transit service in a given area.

Route spacing in commercial areas is determined, on a case-by-case basis, by the location, level of activity and layout of the development.

BART

Measures of Frequency Rail service is provided between the hours of 4:00 A.M. and midnight, Monday through Friday; 6:00 A.M. to midnight on Saturday; and 8:00 A.M. to midnight on Sundays and major holidays. Closings for individual stations are timed with the schedule for the last train beginning at approximately midnight. Service frequencies (in minutes) for individual routes and line segments are outlined in Table 3.3-4.

Measures of Routing In total there are 4344 stations in the system providing service in four counties. Average spacing is between 1/2 to one mile within and adjacent to San Francisco, Oakland and Berkeley downtown areas and two to nine miles apart in suburban locations. The rail system routes are designed to provide rail access to major destinations within the four counties from surrounding residential areas.

Table 3.3-4 Measures of the Frequency of BART Service

	Transbay Routes				CBD Line Segment		
	Dublin- Pleasanton City-SFO	Pittsburg / Bay Point- Daly City to SFO/Millbrae	Fremont -to Daly City	Richmond-to Daly City/ Colma Millbrae	Eas t Bay	San Francis- co	Oak- land
Weekday							
Peak	15	5-10	15	15	15	2.5	3.33
Midday	15	15	15	15	15	3.75	5
Night	20	20	0	0	20	10	10
Saturday							
Daytime	20	20	20	20	20	5	6.7
Night	20	20	0	0	20	10	10
Sun- day/Holiday							
All Day	20	20	0	0	20	10	10

COUNTY CONNECTION (CCCTA)

The CCCTA (or County Connection) has established the following mission statement:

The Central Contra Costa Transit Authority County Connection is committed to provide transportation services within the constraints of our suburban and financial environment. The Authority will also aggressively promote the expanded use of transit through creative implementation of programs and services to the communities we serve in order to improve air quality, reduce traffic congestion and energy consumption.

In addition, the CCCTA County Connection established three goals that relate to the standards for frequency, routing and coordination required by the CMP legislation:

- **Efficiency** To operate as efficiently, economically and safely as possible in order to minimize the cost of transit service to both users and taxpayers and ensure the financial security of the system.

- **Effectiveness** To provide an effective, innovative alternative to the use of the private automobile through the administration, finance and operation of various mass transit services.
- **Equity** To contribute to the area's economic well-being by improving access to employment, shopping and other important activity centers through the provision of a transit system to the general public including those without other means of transportation available to them, including the mobility-limited, senior citizens, low-income persons and youth.

Standards for Frequency ~~The~~ County Connection shall provide a maximum headway (minimum frequency) of fixed-route service of sixty minutes during peak commute periods during the weekday subject to the directives of the CCCTA County Connection Basic Level of Service Agreement. This service is dependent on the availability of operating assistance and sufficient ridership with respect to Authority-wide standards for economy (farebox to operating cost recovery ratio), effectiveness (passengers per revenue hour) and efficiency (cost per revenue hour and passenger). Currently, frequencies are as follows: during peak commute periods, between 20 and 120 minutes; other weekday times, every 30 to 120 minutes; on weekends, every 20 to 80 minutes.

Measures of Routing ~~The~~ County Connection's 2831 routes provide fixed-route bus service directly, or in close proximity to, major retail, institutional, and governmental activity centers located within its service area. These activity centers include, but are not limited to, Sun Valley Mall, the seven BART train stations (Orinda, Lafayette, Walnut Creek, Pleasant Hill, Concord, North Concord/Martinez, and Dublin/Pleasanton), the Martinez Intermodal Facility, city central business districts, Kaiser Hospitals (Martinez, Walnut Creek), Veteran's Hospital in Martinez, the Willows Retail center, the Golden Triangle in Walnut Creek, Bishop Ranch, John Muir Medical Center in Walnut Creek, and Diablo Valley College.

EASTERN CONTRA COSTA TRANSIT AUTHORITY (TRI DELTA)

The Eastern Contra Costa Transit Authority (Tri Delta or ECCTA) has established the following mission statement:

To provide safe, reliable, friendly, high-quality and economical transportation service to the Eastern Contra Costa community; to provide an organizational environment which encourages cooperation, rewards excellence and develops a team of highly motivated staff; to empower employees to function as owners of the ECCTA organization; to develop ECCTA services and facilities to better serve the transit-dependent community and to capture a greater share of the commute market; to secure and manage funds to maintain and expand transit service, and to operate ECCTA according to fiscally sound

business practices; to take a leadership role in developing a coherent transportation policy to deal with problems of traffic congestion, air quality and growth management; and to build constituencies at all levels of government that support the ECCTA organization and its programs.

In addition, the ECCTA established three goals that relate to the standards for frequency, routing and coordination required by the CMP legislation:

1. Provide safe, reliable, high-quality and economical transportation to the residents of the ECCTA service area.
2. Provide efficient public transportation to the residents of the ECCTA service area.
3. Provide an accessible public transportation system to the residents of the ECCTA service area.

Measures of Frequency The Eastern Contra Costa Transit Authority shall provide a maximum headway (minimum frequency) of one hour on local fixed routes operated in the urban area of Pittsburg, Antioch and Bay Point.

Measures of Routing The Eastern Contra Costa Transit Authority provides service to the major activity centers in East County, which is divided into three distinct sub-areas where service is provided: the Antioch/ Pittsburg corridor, the Cities of Brentwood and Oakley, and Bethel Island/Discovery Bay. Among these major activity centers are Los Medanos Junior College, hospitals, high schools, city halls, city libraries, County Social Services building, facilities and ~~the county~~ clinics.

WESTCAT (WCCCTA)

The West Contra Costa Transit Authority, or WestCAT, has established the following policy for formulating the frequencies of their bus routes:

Maintain transit service at a level appropriate for WCCCTA area population and, as funding permits, expand the level of transit service offered in response to growth in transit demand and identification of unmet local transportation needs.

Measures of Frequency Western Contra Costa County Transit Authority (WCCCTA) shall provide a maximum headway (minimum frequency) of one hour on all local fixed routes operating within its service area.

Measures for Routing Western Contra Costa County Transit Authority shall provide service directly to, or within close proximity to all major retail, institutional, and governmental activity centers and shall facilitate local and regional connections

within its service area. These include, but are not limited to the following sites: Pinole Vista Shopping Center, Appian 80 Center, Doctors' Hospital, Pinole Valley Road Shopping Center, Creekside Center, Pinole City Hall, Hercules City Hall, Tara Hills Center, Hercules Transit Center, Richmond Parkway Transit Center, and El Cerrito del Norte BART Station.

3.4 Measures for Coordination of Transit Service

It is the Authority's policy to encourage cooperation among transit providers and to support this coordination through its programs. The following standards for coordination apply to all transit operators within the county. These standards build on the rules and regulations that MTC has developed in response to the requirements of SB 602 (California Government Code Section 66516), which took effect on January 1, 1990.

Overall Coordination Each transit operator within Contra Costa County shall work with connecting transit operators, both within and adjoining the county, to coordinate fares and schedules and to execute fare revenue sharing agreements.

This standard reflects activities that all transit operators in the county have already undertaken.

Coordination of Transfers and Fares Transit operators shall work to maintain established revenue sharing and reciprocal transfer agreements with connecting transit operators. Transit operators shall cooperate in the development of a universal, stored-value ticket for use throughout the county and region.

All of the transit operators in Contra Costa County have established revenue sharing and reciprocal transfer agreements. MTC is currently heading up ~~a consortium~~ the implementation of transit operators throughout the Bay Area to implement the Clipper Card (formerly TransLink), a universal, stored-value ticket. Currently, Clipper has been fully implemented ~~only~~ on AC Transit, BART, Caltrain, MUNI, SamTrans, VTA, San Francisco Bay Ferries and Golden Gate Transit and Ferry. Eventually, ~~the consortium, which includes all of the transit operators in Contra Costa, hopes~~ MTC plans to implement the Clipper Card's use throughout the nine-county Bay Area, including all of the remaining transit operators in Contra Costa.

Coordination of Schedules All transit operators shall participate in the efforts of the Regional Coordination Task Force to coordinate major schedule changes for transit operators within the county. Each transit operator shall coordinate the schedules of any of its fixed-route lines serving regional transfer points or regional transit lines to ensure quick and convenient transfer between connecting routes and facilities.

The MTC Guidelines for the implementation of SB 602 (California Government Code Section 66516) emphasize the coordination of the schedules of routes serving regional transfer points. In Contra Costa County, these locations are primarily at BART stations or at connections with BART Express Buses. All operators in the county have coordinated the schedules of their fixed routes with the schedules of BART service. All participate on the Regional Coordination Task Force.

3.5 Use of Performance Measures

Under the State CMP legislation, each CMA and the jurisdictions within the county charged with helping to implement the CMP shall use the performance measures in the development of:

1. The seven-year capital improvement program
2. Any deficiency plans required
3. The required land use analysis program

CAPITAL IMPROVEMENT PROGRAM

The Authority may evaluate the effect of changes in the seven-year capital improvement program during each CMP update using these performance measures. The Authority's computerized travel demand model can generate information to evaluate changes in the roadway performance measures set out in Section 3.2, above.

DEFICIENCY PLANNING

Chapter 8 outlines the process for preparing, adopting and implementing Deficiency Plans. As part of this effort, the local jurisdictions that are responsible for the Deficiency Plan shall develop a list of projects that would improve performance of the county's multimodal transportation system. They must use the performance measures set out in the CMP to measure this improvement.

LAND USE ANALYSIS PROGRAM

Chapter 5 outlines the land use analysis program required by the CMP legislation and how the performance measures will be evaluated as part of that program.

See also Chapter 9 for a description of how the compliance requirements of the CMP apply to the use of the performance measures outlined in this chapter.

Chapter 4

Capital Improvement Program

As the CMA for the County, the Authority is required to adopt, on a biennial basis, a seven-year capital improvement program (CIP). According to the State statute, the CIP is intended to:

1. Maintain or improve traffic LOS standards established in the CMP and maintain or improve the performance of the multimodal system using performance measures;
2. Mitigate regional transportation impacts of local land use decisions; and
3. Conform to transportation-related vehicle emission air quality mitigation measures (transportation control measures; discussed in Appendix F).

The Legislature also intended that local project sponsors and CMAs, when roadway projects are identified in the CIP, consider ways to maintain bicycle access and safety at a level comparable to that that existed prior to the proposed improvement or alteration. The CIP may also include safety, maintenance, and rehabilitation projects that do not enhance the capacity of the system, but are necessary to preserve the investment in existing facilities.

FUNDING ELIGIBILITY

Under the CMP legislation, inclusion in the CIP has become an important step in the process for local highway or transit projects to receive State or federal funding. The statute states that, "Local projects not included in a CMP shall not be included in the regional transportation improvement program" (California Government Code Section 65082(c)) and thus would not be able to receive funds allocated through the RTIP.

State legislation, through Senate Bill (SB) 45, made significant changes in the process for approving funding for new transportation improvement projects. Many of the earlier funding programs were eliminated, including the Flexible Congestion Relief (FCR) and Traffic Systems Management (TSM) programs which were tied to the CMP process. Instead of these various programs, SB 45 established a regional transportation improvement program (RTIP), which in the Bay Area is administered by MTC, and the statewide interregional improvement program, which is administered by Caltrans. To be included in the RTIP, local projects must still be included in a county CMP.

In addition to the significant changes made by SB 45, Congress' adoption of TEA-21 — the Transportation Equity Act for the 21st Century — in 1998 led to other changes in federal funding programs. TEA-21 retained the Surface Transportation Program (STP) and CMAQ programs first established in the ISTEA legislation. State legislation continues to require that, "No [STP] funds or [CMAQ] funds shall be programmed for a project in a jurisdiction that has been found to be in nonconformance with a congestion management program [...] unless the [CMA] finds that the project is of regional significance."

As part of its implementation of TEA-21 and its ~~successors~~successors SAFETEA-LU and MAP-21, MTC has combined STP, CMAQ and other funds into two new sets of region-wide funding programs. The first set focuses on improving the operation and safety of the Bay Area's transportation system. These programs include the ~~corridor management program, which is administered by the Authority and other CMAs, and the~~Freeway Performance Initiative (FPI), One Bay Area Grants (OBAG), Transportation for Livable Communities (TLC) program, the Lifeline Transit Program, Transportation Planning and Land Use Solutions (T-PLUS) and the Regional Bicycle and Pedestrian Program, portions of which are administered by MTC and portions of which are administered by the various CMAs. The second set of programs funds projects that rehabilitate the regional transportation system; the largest share of this program is allocated by county and administered by the CMAs.

In addition to projects funding through the State's RTIP and MTC's programs to allocate TEA-21 funds, some projects that are funded by Transportation Funds for

Clean Air (TFCA) funds must be included in the CMP. These TFCA funds, which flow from the BAAQMD, are divided into two categories: “40 percent” or “Program Manager” funds, which are allocated among Bay Area counties; and “60 percent” or “Regional” funds, which are disbursed on a competitive grant basis throughout the region. The Authority serves as Program Manager for the 40 percent funds, which are allocated to the RTPCs. AB 414 requires that TFCA bicycle projects funded with either 40 percent or 60 percent funds be included in the CMP CIP or an adopted Countywide Bicycle Plan to be eligible for TFCA funding. These projects will help improve air quality by improving bicycle access (and encouraging bicycle use), consistent with State TCM 9 adopted by MTC and BAAQMD.

CHANGES FROM THE ~~2009~~2011 CMP

~~As part of the 2009 CTP and MTC’s 2013 RTP Call for Projects, Authority staff updated~~An open call-for-projects was initiated in April 2013 to provide local project and program sponsors with the opportunity to update existing projects or add new projects to the Comprehensive Transportation Project List, or CTPL, as the repository of projects and programs that agencies in Contra Costa and the region are interested in pursuing. The ~~2011~~2013 CMP CIP outlined in this chapter and in Appendix E are derived from the projects included in the CTPL database. The CIP includes projects to be funded through several different sources. These sources include the RTIP, MTC’s ~~SAFETEA LUMAP-21~~-based programs, and One Bay Area Grants (OBAG), TFCA bicycle projects, and developer-funded projects where funding through fee programs is imminent as well as the Authority’s own Strategic Plan.

4.1 Preparation of the CIP

As noted above, the seven-year CIP described in this chapter and listed in Appendix E contains a variety of different types of projects, from freeway and arterial to bicycle and pedestrian, and from transit to maintenance projects. To develop the updated CIP, the Authority asked local jurisdictions to review the CTPL and submit additional projects or revisions to projects previously included in the CIP. The CIP has been modified to reflect the input received.

Project sponsors were asked to submit projects that:

1. Would seek federal, State or other non-local sources (including Measure J funds)
2. Increased system capacity
3. Were fully funded and significant enough to affect air quality and thus would need to be “cleared” as part of the RTP (this most clearly related to major new roadways to be constructed as part of new land development projects)

RELATIONSHIP TO FINANCIAL ASSUMPTIONS IN THE REGIONAL TRANSPORTATION PLAN

Federal legislation requires that each RTP make realistic projections of revenues that will be available for the projects and programs it proposes and to constrain the implementation of the plan to this available funding. The plan must also recommend how these funds are allocated. MTC's Transportation 2035 Plan (T-2035 Plan), the most recent RTP for the Bay Area, estimates that, during 25 years from 2010 to 2035, about \$218 billion will be available for maintaining, operating, and expanding transportation system. Almost half of these funds — about \$101 billion, or 46 percent — will come from local sources, primarily transit fares, dedicated sales tax programs, state gas tax and county sales tax subventions to local streets and roads. The remaining funds are divided among regional (\$31 billion or 14 percent), State (\$45 billion or 21 percent), federal (\$28 billion or 13 percent) and other anticipated but as yet unidentified dollars (\$13 billion or six percent).

Of the estimated \$218 billion in revenues, the T-2035 Plan recommends putting 72 percent (\$157 billion) into maintaining and operating the existing system. Most of those funds, \$111 billion or 51 percent of all estimated funding, would go to maintain the region's transit systems. The remaining funding for maintenance would be split between local streets (\$10 billion) and highways (\$11 billion). Even with \$157 billion set aside for system maintenance, the T-2035 Plan estimates that significant shortfalls will occur, both for transit and roadway maintenance.

The T-2035 Plan recommends that about nine percent of expected funding (about \$20 billion) go towards improving the efficiency of the transportation system. These funds would focus on a variety of techniques, from improving signal timing to towing stalls and accidents by the Freeway Service Patrol.

Under the T-2035 Plan, only 18 percent (\$41 billion) would go towards expanding the transportation system. Most of these funds would go to expand the transit system with lesser amounts going towards new highways and local streets. The T-2035 Plan includes several important expansion projects that would address growing demands on the transportation system in Contra Costa. On the transit side, they include the construction of eBART in East Contra Costa, new or improved stations in Richmond, Hercules and Martinez, and expanded or new Bus Rapid Transit along San Pablo Avenue and Contra Costa Boulevard. On the highway side, it recommends ~~the expansion of State Route 4 east to SR 160, a fourth bore for the Caldecott Tunnel and the construction of the State Route 4 Bypass as well as~~ improved interchanges on I-80 at Central Ave and San Pablo Dam Road, and new auxiliary lanes on I-680. The plan also proposes to close some gaps in the system of HOV lanes. Most of the roadway projects specifically listed in the plan are new or improved local roads. Projects include the extension of Panoramic Drive in Concord and Leland Avenue in

Pittsburg, the widening of Brentwood Boulevard, and safety improvements on Vasco Road. [A study of a new or improved route connecting East Contra Costa with San Joaquin County, known as the Tri-Link Study, is also included.](#)

The T-2035 Plan sets aside approximately \$7.9 billion for specific projects and programs in Contra Costa for the 25-year period ending in 2035. This is a significant reduction from the previous RTP which identified \$10.7 billion for projects specifically benefiting Contra Costa. A large part of this change results from MTC shifting funds to various regional programs. These programs, many of which the Transportation 2030 Plan expanded significantly, benefit the Bay Area (including Contra Costa) generally. An unknown amount of funding from these regional programs will go to projects in Contra Costa. About 70 percent of the funds identified for projects in Contra Costa are already committed from specific sources, including Measure J. Another 31 percent would come from “discretionary” sources through MTC. The majority of that discretionary funding (22 percent of total project cost) represents the expected shortfall in funding for local streets and roadway maintenance. Almost half of the identified project costs for Contra Costa — \$4.4 billion — are for maintaining our local streets although only about \$3.6 billion in funding, whether committed or “discretionary”, is identified.

While the CMP CIP outlined in this chapter and detailed in Appendix E contains approximately \$10.3 billion in projects, operational improvements and studies, the CMP has a different focus than the RTP. The CMP focuses on specific projects that local agencies are actively pursuing for development within the next seven to ten years. The T-2035 Plan instead takes a broader look at all transportation needs (analogous to the Authority’s CTP) over the longer-term.

Much of this funding is already committed or under the control of other agencies. One of the clearest examples is that of the revenues from county transportation sales tax measures. Decisions on how those funds are spent are made by the various county agencies, including the Authority, charged with allocating them. Those sales tax measures allocate the funding received to specific projects and programs, and MTC can only reflect the decisions made by the voters in those counties on which projects and programs are funded. In addition, several of the projects listed in the “strategic expansion” category in the T-2035 Plan (such as the construction of East Branch Road and Windermere Parkway in the Dougherty Valley) were funded by developers. Finally, considerable funding for expansion projects in Contra Costa, primarily but not exclusively for the expansion of roadway capacity, will come from the locally imposed fee programs called for in Measure J.

Many of the projects in the CMP CIP are listed explicitly in the Transportation 2035 Plan, and hence are clearly “consistent” with that regional plan. It is important to note, however, that a project may be consistent even if it is not named specifically in

the Transportation 2035 Plan. That plan includes a variety of funding programs, both regional and countywide, for which specific projects are not identified. These programs include the Transportation for Livable Communities and Housing Incentives Programs, bicycle and pedestrian improvements, express bus acquisition, park-and-ride enhancements, and transit and roadway maintenance.

Many of the projects listed in the CMP CIP could be funded through these and other programs — that is, they would be “consistent” — even if the RTP does not list them by name.

UPDATING THE CIP AND RTP

The CMP CIP ~~was updated in Spring 2013, and~~ will be updated again in ~~2013~~2015, at which time additional projects may be added to the CMP CIP. The Authority expects to again use the CTPL as the vehicle for this update. The multi-modal performance measures will be used to evaluate the overall performance and effectiveness of the CMP CIP, rather than individual projects.

MTC ~~adopted~~expects to adopt the T-~~2035~~2040 Plan/~~SCS~~ in ~~April, 2009~~July, 2013. The Authority used the ~~2007~~2011 CMP and the projects in the CTPL generally to provide input to this process.

AIR QUALITY TRANSPORTATION CONTROL MEASURES

The State CMP legislation requires the CMP to “conform to transportation-related vehicle emission air quality mitigation measures,” referring to the transportation control measures (TCMs) contained in the plans developed by the BAAQMD and MTC to achieve the air quality standards set in State and federal legislation. The currently-applicable TCMs are contained in three plans:

- *Federal Ozone Attainment Plan for the 1-Hour National Ozone Standard*, adopted Oct. 24, 2001
- *2004 Revision to the California State Implementation Plan for Carbon Monoxide, Updated Maintenance Plan for Ten Federal Planning Areas*, approved January 30, 2006
- *Bay Area 2010 Clean Air Plan*

Currently, the Bay Area is designated “nonattainment” for the State and national ozone standards, for the State PM-10 and PM-2.5 standards, and — as of November 13, 2009 — for the national PM-2.5 standards. Urbanized areas within the Bay Area are also designated as a “maintenance” area for the national carbon monoxide standard. That is, the Bay Area was once designated as “nonattainment” but is now designated as “attainment”. The Bay Area is in “attainment” or is “unclassified” for all other ambient air quality standards.

In June 2005, the U.S. EPA revoked the national one-hour ozone standard. Effective May 27, 2008 the national eight-hour ozone standard was lowered from 0.08 ppm to 0.075 ppm. The EPA is required to issue final designations based upon the new 0.075 ppm standard by March 2010. In 2006, the U.S. EPA revised the 24-hour PM-2.5 standard from 65 µg/m³ to 35 µg/m³. The EPA is required to designate attainment status of BAAQMD for the new standard by December 2009. In April 2005, the State adopted the eight-hour ozone standard of 0.07 ppm.

On September 15, 2010, the Air District adopted the 2010 Bay Area Clean Air Plan (CAP). The new plan updates the Bay Area 2005 Ozone Strategy to help implement “all feasible measures” to reduce ozone as required by the California Clean Air Act. It also considers the impacts of ozone control measures on particulate matter (PM), air toxics, and greenhouse gases in a single, integrated plan and establishes emission control measures to be adopted or implemented in the 2010-2012 timeframe. The 2010 CAP adds two new categories of control measures: Land Use and Local Impact Measures and Energy and Climate Measures.

The three plans listed above outline a number of measures to help improve air quality, including a total of 21 TCMs. The measures range from improving signal timing and constructing HOV lanes to improving bicycle and pedestrian access. Appendix F describes the TCMs in greater detail and discusses how the projects in the CIP help implement them.

CIP DESCRIPTION

The CIP is contained in Appendix E. For the most part, the information is self explanatory, although a few items deserve comment:

1. The construction costs are “best estimates” at this point, and are not necessarily consistent with respect to “current” or “future” dollars. In addition, some projects do not yet have estimates because they have not had preliminary design completed. The ~~2009~~2013 CMP Update has incorporated new information on projects that has become available since ~~2007~~2011; updated information will be incorporated into future CMPs.
2. Since State law requires that projects on the State highway system have a completed Project Study Report (PSR) or equivalent prior to inclusion in the STIP, the draft listings provide information relative to the status of PSR preparation. As a separate, but related issue, the Authority will be required to prioritize candidate projects that need Caltrans involvement in their PSR preparation.

The detailed CIP in Appendix E is organized into ~~13~~14 project types (with Safe Routes to Schools being added since 2011) and, within each type, by sponsor. For

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ease of discussion, the following summary describes some of those categories together. The specific categories are summarized below under the following more general categories: freeways and HOV (including projects in the freeway, expressway, and interchange categories); the arterial and roadway category; transit (including bus, rail and rapid transit, and ferry); bicycle and pedestrian, including Transportation for Livable Communities projects; maintenance and operations; and studies. The following table summarizes the total estimated costs for the 1314 project types:

Project TypePROJECT TYPE	Total Cost (in \$1,000)TOTAL COST	Share of Total SHARE OF TOTAL
Arterial/Roadway	\$1,261,869,362-821,510,322	12.81%13%
Bicycle/Pedestrian	\$266,777,709-386,543,454	2.37%2%
Bus	\$278,236335,038,754	3.28%3%
Expressway	\$208322,700,000	2.34%2%
Ferry	\$164,400,000	1.76%1%
Freeway	\$2,340,679,200271,460,600	23.72%25%
Interchange	\$1,001,630080,274,000	10.14%10%
Intermodal/Park-and-Ride	\$110,030,000-113,953,900	1.19%1%
Maintenance	\$430,566,515-432,331,803	4.44%4%
Operations	\$171,940,613-181,142,671	1.79%1%
Rail/Rapid Transit	\$3,544,527,000-319,082,400	35.93%35%
Safe Routes to School	\$4,893,315	0.05%0%
StudyStudies	\$18,70230,828,537	0.23%0%
Transportation for Livable CommunitiesTLC	\$81,24285,842,920	0.89%0%
Total CostTOTAL COST:	\$9,879,302,610\$10,550,002,676	100%100%

Altogether, the estimated cost for the projects listed in the seven-year CMP CIP total nearly over \$10.5 billion. (As noted, above the “true” estimate would be higher since some projects are in the early stages of conceptualization and design and actual costs have not been accurately estimated for them.) Rail and rapid transit projects represent the biggest single category, at \$3.53 billion with freeway projects the second largest category at nearly \$2.3 billion. Together, the two categories represent 59.53 percent of the estimated cost of all projects in the CIP. No other single category is close.

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Arterial and roadway projects make up the third largest category at \$1.28 billion, or about 13.7 percent of the total. Bicycle, pedestrian, Safe Routes to School, and TLC projects comprise only 3.5 percent of the total estimated cost while maintenance and operations together make up about 6 percent. Many arterial projects, however, do include improvements for bicyclists and pedestrians.

Over the last several CMPs, the relative shares of these categories have shifted: agencies have responded to changing demands and are increasingly employing new strategies. In addition, the price of investment in major freeway or transit project has increased substantially, not just for actual construction but also the purchase of rights-of-way in urban areas, and major new projects are no longer realistic. Partly, the shifts result from the need for local jurisdictions, faced with shrinking local funding sources, to look for federal or State funding, and being listed in the CMP CIP is a key step in that search. The share of both freeway/HOV and transit projects has decreased for the first time in recent CMPs, with the shares of arterials, bicycle and pedestrian, bus, intermodal and park-and-ride, maintenance, and operations bus have all increased.

4.2 Freeway and High-Occupancy Vehicle (HOV) Projects

The CMP CIP contains \$3.526 billion in freeway and expressway projects. These projects include major freeway widenings, improvements at interchanges throughout the county, and various new auxiliary lanes. Perhaps the most visible project is the ongoing construction of the fourth bore at the Caldecott Tunnel. This project will remove a current bottleneck along SR 24 at the boundary between Contra Costa and Alameda Counties. Measure J includes funds specifically set aside for the fourth bore and MTC's RTP specifically includes the project.

Several significant freeway and expressway projects are planned and being designed for East County. The CIP includes the widening of SR 4 out to SR 160. The Authority has been working since its inception in 1989 with Caltrans and local agencies in East County to widen SR 4. Beginning with the widening of the freeway over Willow Pass, the SR4 has been widened to Loveridge Road. Design, planning and purchase of right-of-way, including HOV lanes. Construction is ongoing for now underway between Loveridge Road and SR 160. Subsequent with the widening of is construction of eBART infrastructure in the remaining sections. Portions of the median. The cross-transfer platform east of Pittsburg/Bay Point BART is currently under construction.

The State Route 4 Bypass have east of SR 160 has opened as a combination of full freeway and 2-lane expressway segments, and is now signed as SR 4, providing access to Discovery Bay and Stockton via Marsh Creek Road. The former arterial routing of SR 4 (Main Street and Brentwood Blvd.) through Oakley and Brentwood has

been ~~completed, and others~~relinquished by Caltrans back to the control of the local jurisdictions, and are ~~under construction now, no longer state highway routes~~. The remaining ~~non-freeway~~ portions are being designed or planned, ~~with a full interchange at Sand Creek Road under construction~~. Ultimately, the project will provide a full four-lane freeway running from SR 4 southwest to Vasco Road.

The CMP CIP includes several HOV and auxiliary lane projects. HOV lanes are planned on I-80 ~~between Cummings Skyway and the Carquinez Bridge and on I-680 between Livorna Treat Blvd and SR 242, in the northbound direction and between Treat Blvd and Livorna Road in the southbound direction~~. Auxiliary lanes are ~~proposed currently being completed~~ on I-680 in the San Ramon Valley ~~and on SR 24 west of Camino Pablo~~. In West County, the I-80 Integrated Corridor Management (ICM) project is under design ~~and initial phases of construction have begun~~.

Interchange improvements are planned at locations throughout Contra Costa. These projects are in addition to the various projects, especially the widening of SR 4 ~~and the construction of the SR 4 Bypass that, which~~ includes new or reconstructed interchanges. One of the most substantial is the reconstruction of the I-680/SR 4 interchange in Central County. This project includes several phases. Measure J sets aside funds for improvements at the Central Avenue and San Pablo Dam Road interchanges on I-80.

4.3 Arterial and Roadway Projects

The CMP CIP includes ~~over~~ \$1.8 billion in arterial and roadway projects. These range from the creation of new roadways, such as the extension of Panoramic Drive in Concord and Sand Creek Road in Brentwood, and the widening of many others. The biggest concentration of new or widened roadway construction is in East County where much of the new land development projects are occurring. Another “hot spot” for roadway construction is in the Dougherty Valley where several major roadways have been developed and new roadways will be developed over the next several years as new areas are converted to urban use. The continuing development of the Waterfront District in Hercules will require new roadways, most notably the extension of John Muir Parkway. ~~A major railroad grade separation project on Marina Bay Parkway in Richmond will provide unobstructed access by residents, commuters, and emergency services to the growing Marina Bay neighborhood~~. Many of these new roadways will include bike lanes and sidewalks, ~~as a part of a Complete Streets approach~~.

4.4 Transit Component of the CIP

The transit component of the CIP includes bus, rail and rapid transit, and ferries. This CIP focuses on capital projects that are necessary to maintain or improve cur-

rent service (such as routine replacement of buses, adding or improving new train stations or intermodal facilities, and instituting vehicle locator and signal preemption systems). No priority has been established between the two types of projects. The CIP includes those projects currently programmed and those that will be programmed within the seven-year CIP cycle. The transit agencies have a variety of other capital projects included in their CIPs that are not included here.

Maintaining transit performance measures is contingent not only on the availability of funds for capital projects, but on operating funds as well. Most transit agencies operating in Contra Costa, in response to declining revenues in the last two years, have been forced to either reduce service levels or raise fares, or both. Unlike the performance standards in Chapter 3, which focus on transit routing and frequency, the CMP CIP requirements focus on the capital program only. Below is a summary of the capital projects associated with each of the transit agencies — BART, AC Transit, [CCCTA County Connection](#), WestCAT and Tri Delta Transit (ECCTA) — as well as other transit projects.

TRI DELTA TRANSIT (ECCTA)

Tri Delta Transit does not have any capital projects in the CIP. The comprehensive transportation project list, however, includes the purchase of both revenue (buses and paratransit) and non-revenue vehicles; facility improvements and street amenities; tools, equipment and computer training; and alternative fuels for both vehicles and facilities. Of these projects, the most expensive would be the purchase of new revenue vehicles. Tri Delta has the following purchase schedule for fixed route buses:

Fiscal Year	Fixed-Route Buses		Dial-a-Ride Buses	
	Replacement	Expansion	Expansion	Replacement
2006-2007	–	–	–	29
2007-2008	7	–	1	3
2008-2009	–	–	–	–
2009-2010	18	–	–	–
2010-2011	3	–	–	–
2011-2012	2	–	1	2
2012-2013	5	–	–	20
2013-2014	10	–	–	–

AC TRANSIT

In Contra Costa County, as in the rest of its service area, the projects in the AC Transit CIP focus on developing transit centers to implement its Comprehensive Service Plan, improving service in key transit corridors and maintaining a functioning fleet of vehicles.

Transit Centers AC Transit, to implement its Comprehensive Service Plan, has restructured the District's routes from a primarily radial system into a multi-destinational route network with timed transfer points at new or expanded transit centers located throughout the district's service area. Transit centers will be located where bus users can efficiently transfer from bus to bus or from bus to BART. They provide bus bays that allow multiple buses to arrive and depart without blocking one another, bus shelters, safe pedestrian areas, and amenities for passengers and drivers.

Transit centers at locations in Alameda County may encourage bus ridership among Contra Costa residents and workers by making trips to and from Alameda County by bus more attractive. Five transit centers have been developed – or are being developed – in Contra Costa County. AC Transit has developed the El Cerrito Del Norte BART, Contra Costa College and Richmond Parkway transit centers (the latter was begun by AC Transit but completed by Caltrans). A transit center has been completed at the Richmond BART station, as part of the Richmond Intermodal project, ~~and is being considered for the El Cerrito Plaza BART stations.~~ A separate project will address safety at the transit centers with the goal of maintaining attractive, properly functioning facilities to encourage ridership.

Key Bus Routes (includes “Passenger Information Systems” and “Fast Bus”) AC Transit has begun to implement a Key Route “Fast Bus” program. The concept of Key Route “Fast Bus” is that preliminary operational and capital improvements could be made in corridors prior to a major investment in electrification infrastructure. Project components could include sidewalk improvements, high-capacity articulated buses, service frequency enhancements, stations and shelters, lighting, AVL/AVM, intersection improvements, pavement upgrades, advanced technologies in bus signal prioritization, bus lanes/queue jumpers, street furniture, intensive passenger information, ticket vending machines, etc. The proposed operational and capital improvements would enhance service delivery and promote ridership growth, leading to a strong ridership base supportive of future electrification.

AC Transit has implemented a Fast Bus program on San Pablo Avenue in recent years, with riders experiencing an average 20 percent reduction in travel time. A number of additional future routes are being considered for these improvements, including Foothill Boulevard, MacArthur Boulevard, the Col-

lege/University/Broadway corridor, and the Shattuck/Alameda corridor. Each of these routes would include high-frequency limited stop service with the possibility of bus-only lanes in certain strategic locations.

AC Transit has also begun the planning stages for a Bus Rapid Transit network along certain key routes along Telegraph Avenue and International Boulevard/ East 14th Street. As a long term goal, the project envisions replacing this line with a light rail network in the future. Improvements are intended to maximize the possibility for eventual conversion to light rail, with elements including dedicated transit lanes, traffic signal priority, wide station spacing, and stations with boarding areas and real-time schedule updates.

<i>Fiscal Year</i>	<i>Small Buses/Vans</i>	<i>30-Foot Buses</i>	<i>35-Foot Buses</i>	<i>40-Foot Buses</i>
2007	-	-	-	-
2008	-	-	-	-
2009	30	-	-	-
2010	-	-	29	71
2011	-	-	-	133
2012	-	-	-	-
2013	-	-	-	44

Capital Improvements AC Transit’s bus replacement schedule is shown below. This schedule is for the full AC fleet, serving both Contra Costa and Alameda Counties.

In addition to the bus replacement, AC Transit is proposing a capitalized maintenance program, including engine and transmission and tire and tube replacement plans. This program is included in the CMP CIP. These projects are part of the District’s ongoing Maintenance Plan and will directly benefit passengers by enabling the District to maintain a safe and reliable fleet of buses.

CCCTA (COUNTY CONNECTION)

The County Connection has three programmed projects included in the CIP: the replacement of buses, bus wash facilities and mobile electric lifts. CCCTA’s schedule for replacement of buses, flex-vans and paratransit vans, are as follows:

<i>Description</i>	<i>FY 09</i>	<i>FY 10</i>	<i>FY 11</i>	<i>FY 12</i>
Heavy Duty bus - 40'	10	7	33	-
Cutaway vans	8	10	-	3

Other projects in the CIP that are intended to increase passenger ridership or increase the ability to meet performance standards include:

1. Replace five non-revenue service vehicles
2. Communications and ITS Systems
3. Martinez/Pacheco Park & Ride Facility
4. Rehabilitation of maintenance facilities, and equipment replacement

WESTCAT (WCCCTA)

WestCAT has two projects on the CIP: replacement of vehicles for fixed route and paratransit service. WestCAT has the following schedule for acquisition and replacement of fixed route vehicles:

While replacement buses are new, they will not add to the total number of vehicles in the fleet. The capital plan also includes facility and equipment upgrades and improvements to real-time signage technology.

<i>Fiscal Year</i>	<i>Vans</i>	<i>35' Coaches</i>	<i>40' Coaches</i>	<i>Administration Vehicles</i>
2007	–	2	–	–
2008	10	–	–	–
2009	–	6	–	1
2010	–	–	–	2
2011	2	–	–	1
2012	–	–	11	–
2013	10	–	–	–
2014	–	–	8	1
2015	–	–	–	2

BART

BART's portion of the CIP focuses on renovation and updates to stations to enhance safety and security. The CIP continues to include the following projects:

1. Renovation of system facilities, including train control and communications systems, power systems, structural repairs, and vehicle replacement;
2. Earthquake Safety Program and Seismic Vulnerability Project;
3. A new security program, including employee education, enhanced monitoring of BART facilities, and emergency response drills;
4. Pleasant Hill Crossover Project and other capacity enhancement programs.

BART also includes a number of projects currently underway or in the planning stages for system expansion, including the following:

1. West Dublin/Pleasanton Infill Station (completed)
2. Oakland Airport Connector
3. East Contra Costa BART Extension (eBART)

4.5 Pedestrian and Bicycle Projects

The CIP also includes a component that contains proposed trail, pedestrian and bicycle projects. The projects include new trails, bicycle paths and pedestrian facilities as well as improvements that make the bicycle a more attractive alternative to the private automobile for commuting or other travel. The CIP includes over 100 projects in this category. In October 2009, the Authority adopted its first update to the Contra Costa Countywide Bicycle and Pedestrian Plan, which focuses on improving the environment for bicyclists and pedestrians in Contra Costa and helping local jurisdictions develop their own plans and policies as well as to become eligible for State Bicycle Transportation Account funding. It also will help the region respond to TCM 9 in the State Clean Air Plan. ~~An update to this plan is expected to be adopted in fall 2009.~~

There are three types of bicycle projects in this category. The first type is bicycle lanes and bikeways, including the widening of roads to accommodate these new facilities. The second type of project will provide bicycle and pedestrian paths separated from vehicular routes. These Class I bicycle and pedestrian facilities include projects such as gap closures on the Iron Horse and Delta-de Anza trails, the EBMUD bicycle pathway in Antioch, the Richmond Greenway in Richmond, and the EBMUD regional bike trail in Lafayette. The CIP also includes projects on the Iron Horse Trail, especially new or improved crossings at Diamond Boulevard, Willow Pass Road, Mayhew and Monument, ~~Treat Boulevard~~, Sycamore Valley Road, and Bollinger Canyon Road.

The final type of project will further support the use of bicycles for commuting by providing bike lockers. One project would, for example, provide new bike lockers and racks at the new Richmond Parkway Transit Center to encourage commuters to use their bicycles for at least part of their commute to work. Other bike rack or bike locker projects are proposed for Danville, Diablo Valley College, and East County.

The CIP also includes a number of pedestrian projects, besides the Class I facilities mentioned above. These projects include specific walkways like the Somersville Walkway under SR 4 in Antioch and the Concord/John F. Kennedy University pedestrian access improvements in Concord, as well as more general programs like Walnut Creek's sidewalk gap closure program. A number of ADA projects, ~~like the~~

~~pedestrian and wheelchair access projects are also planned at the Lafayette BART station various locations countywide.~~

4.6 Maintenance and Operations

The CIP, reflecting the increased emphasis on maintenance and operations in the region, includes many projects designed to maintain and improve the operation of the transportation system. These projects run the gamut from the resurfacing or reconstruction of arterial and local streets to a wide range of operational improvements to streets, pathways, and transit facilities. A number of signal interconnect projects are included, such as the SR 4 East corridor traffic signal interconnect and master control project, which involves Antioch, Pittsburg, Contra Costa County and Caltrans. The I-80 ICM project also includes technological improvements to San Pablo Avenue "Smart Corridor" project involves jurisdictions and parallel arterials in both Alameda and Contra Costa counties from Oakland to Pinole. The CIP also includes Concord's traffic calming program and Tri Delta Transit's vehicle location and signal preemption program.

4.7 Studies

Studies have been shown to be an important first step in defining optimal improvements within communities and specific corridors. The CIP incorporates ~~seven~~several studies, ~~ranging from including various bicycle and pedestrian-oriented studies by jurisdictions, the Appian Way Alternatives Analysis and Complete Streets study and the State Route 239 corridor study, which will investigate improvements between East County and San Joaquin County, to the State Route 4 Integrated Corridor Analysis, which will look at ways of managing the corridor from a multi-modal perspective, as well as identifying a consistent set of MTSOs and measures that support those objectives.~~

Chapter 5

Land Use-Transportation Evaluation Program

State law requires each CMP to include a “program to analyze the impacts of land use decisions made by local jurisdictions on regional transportation systems, including an estimate of the costs associated with mitigating those impacts.” The program described in this chapter meets this requirement.

The State-required land use-transportation evaluation program overlaps considerably with similar procedures established in the GMP. For that reason, the CMP incorporates many procedures from the GMP. It is important to note the intent of the Joint Powers Agreement for the Authority in serving as the CMA for Contra Costa County. This Joint Powers Agreement was signed by the Authority and all of the jurisdictions in late 1993, with the following statement:

It is expressly understood and agreed among the parties hereto that the Congestion Management Program and the Growth Management Programs impose separate requirements upon the Local Agencies. Non-conformance with a requirement of one of such programs shall not constitute non-conformance with a requirement of the other program, unless it also constitutes a separate requirement of the other programs. By way of example, non-conformance with the Measure J Action Plan process for mitigation of regional traffic im-

pacts will not necessarily constitute non-conformance with the CMP program.

Local jurisdictions make land use decisions when they prepare and adopt long range policy documents and when they approve or deny proposed development projects. The land use evaluation program in the CMP addresses both of these types of land use decisions. (For a more detailed discussion of local responsibilities for implementing this program, please refer to the Authority's *Guide to Local Compliance with the Contra Costa ~~Congestion~~Growth Management Program Implementation Guide*.)

CHANGES FROM THE ~~2009~~ CMP UPDATE

~~THE 2011 CMP UPDATE HAS UPDATED THE DOCUMENT TO REFLECT CHANGES TO THE DEVELOPMENT AND GENERAL PLAN AMENDMENT REVIEW PROCESSES MADE IN THE MEASURE J IMPLEMENTATION DOCUMENTS. UPDATE~~

No changes have been made

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5.1 Short-Range Planning

The CMP relies on the traffic impact analysis required by the Measure J GMP. That program requires every jurisdiction to conduct a traffic impact analysis for any proposed development project, development plan, or General Plan Amendment that would generate more than 500 net new peak hour vehicle trips (RTPCs may choose to specify a lower trip threshold). This analysis must evaluate the impacts of the proposed development on the regional transportation system and estimate the cost of mitigating those impacts, as discussed in Section 5.3 below. Traffic impact analysis may be conducted as part of the project's CEQA review or as part of a separate or prior review process.

The Authority's Technical Procedures describe in detail the traffic impact analysis requirements. Features of the required traffic impact analysis include:

- Study intersections are to be selected without considering jurisdictional boundaries.
- The analysis will include intersections on local streets as well as arterial and freeway ramp intersections.
- The area of analysis must not end when traffic gets on a freeway if the traffic would significantly add to freeway volumes or affect interchanges or off ramps.
- The analysis must include, at a minimum, consideration of three land use scenarios: (a) existing conditions plus approved development without the proposed project, (b) existing conditions plus approved development with

the proposed project, and (c) cumulative conditions including all development consistent with the General Plan expected to occur within at least five years (the jurisdiction may elect to use a longer time frame.)

- If the traffic impact analysis identifies a need for project-related mitigation measures, any measures to mitigate impacts on the regional transportation system must not conflict with programs and projects in adopted Action Plans.
- The analysis must include an estimate of the cost of mitigating the project's impacts on the regional transportation system. See Section 5.3 for further discussion of estimating mitigation costs.

5.2 Long-Range Planning

OPTION ONE: IMPLEMENTING THE CMP USING ACTION PLANS

An analysis of the impacts of land use decisions on regional transportation systems has been integrated into long-range planning at the local level through preparation and implementation of Action Plans, including the process for reviewing General Plan amendments (GPAs), and the development of the Regional Transportation Mitigation Program.

The performance measures included in Chapter 3 of the CMP are closely linked to the Action Plans: they were selected because these measures are also used as Multimodal Transportation Service Objectives (MTSOs) in the Action Plans. The 2009 Action Plan Updates ~~incorporate~~incorporated a change in terminology contained in Measure J, which uses MTSOs instead of TSOs, as performance measures for the CMP. Action Plan updates and General Plan Amendment review will provide an opportunity to assess both the status of transportation system operations based on the performance measures, and the potential to improve operations. These two parts of the evaluation program will be implemented as follows:

Action Plan Updates

The RTPCs have prepared Action Plans that recommend actions to change transportation demand, supply and operational efficiency to manage congestion on the regional transportation system. Each RTPC has also established a schedule for periodic review and updating of its Action Plan. Recently completed, updates assessed progress made in achieving the MTSOs, and measured change against baseline conditions assumed during the preparation of the initial Action Plan. Where progress in attaining or maintaining MTSOs is not satisfactory, the RTPC may identify new MTSOs, actions, measures, or programs to be included in the next update of the Action Plan.

Features of the Action Plan process include:

- All jurisdictions in the county have participated, providing an opportunity for representatives of local governments to work together to address regional transportation issues.
- The planning process includes an analysis of the cumulative effect on the regional transportation system of probable plan buildout of all local General Plans in the county.
- Through the Action Plan process, each jurisdiction makes a commitment to specific actions designed to achieve MTSOs for Regional Routes. These actions have included land use policy changes such as measures to address the relationship between jobs and housing.
- The Regional Transportation Mitigation Program identifies projects on the regional transportation system that are needed to mitigate the impacts of new growth in Contra Costa, the costs of those projects, and the share of those cost attributable to this new growth.

The GMP includes two provisions for keeping the Action Plans current and evaluating the impact of land use policy changes as they occur. These are:

- Each RTPC will establish a schedule for periodic monitoring of the achievement of the adopted MTSOs and the updating of the Action Plans.
- Each RTPC will review major GPAs and updates under consideration by member jurisdictions, and evaluate whether proposed amendments would adversely affect the ability to achieve Action Plan objectives. This step is a key to insuring that amendments to local land use plans will not have unanticipated effects on the regional transportation system.

Review of General Plan Amendments

The Measure J GMP *Implementation Documents* requires each Action Plan to set a threshold above which a jurisdiction must study the impacts of a proposed GPA. The threshold established by the RTPC in its Action Plan may not exceed 500 net new peak hour vehicle trips, but may be lower. If such a threshold has not been established, the Authority's threshold of 500 net new peak hour vehicle trips governs. Action Plans for West and East County specify 100 peak hour trips as the threshold size, while the Lamorinda Action Plan requires all General Plan Amendments to be reviewed by the RTPC. The Tri-Valley and Central County Action Plans specifies a threshold size of 500 trips.

The review process outlined in the *Implementation Documents* focuses on the process of informing affected jurisdictions about proposed GPAs and its impacts and on the process of cooperatively resolving, wherever possible, the issues that the GPA and its impacts may raise. The jurisdiction sponsoring the GPA is responsible for adequately addressing the project's impacts on the regional route system in the CEQA

document, preferably by using the MTSOs as thresholds of significance. If the GPA points toward revisions to the adopted Action Plan, the affected RTPC can work with the local jurisdictions to revise the Action Plan as necessary and appropriate. Ultimately, the proposed revisions to the Action Plan, if approved by the RTPC, will be incorporated into the CTP.

The GPA review process would take place concurrent with the CEQA timeline for preparation of a Negative Declaration or Environmental Impact Report.

OPTION TWO: CMP LAND USE-TRANSPORTATION EVALUATION PROGRAM SEPARATE FROM ACTION PLANS

In the first option, compliance requirements for the existing CMP are unified with those of Measure J, so that a jurisdiction that complies with Measure J can meet most of the requirements to comply with the CMP. A jurisdiction that does not comply with Measure J could alternatively meet the requirements of the CMP requirements through Option Two.

The following option can also be used to satisfy the CMP requirement to evaluate the impact of local land use decisions on the regional transportation system. This option is in line with the intent of the Joint Powers Agreement establishing the Authority as the CMP, which recognizes that the CMP and the GMP impose separate requirements on local agencies. Under Option Two:

- The sponsoring jurisdiction (a city or the county) accepts development application and conducts an initial study.
- Any land development application generating 100 or more peak hour trips will require a study of its traffic impacts on the CMP network. The study must be consistent with the Authority's Technical Procedures manual and can be either part of the project's environmental assessment or an independent study.
- The sponsoring jurisdiction shall measure, to the extent possible, the impact to the CMP network using the performance measures described in Chapter 3. The results of this evaluation must be submitted to each RTPC, every city, the County and the CMA for review and comment. Comments must be received prior to the close of comment for the environmental assessment.
- If the finding indicates a violation of a CMP performance measure, the sponsoring jurisdiction must identify mitigation to correct the violation and identify the cost of this mitigation. In addition, the sponsoring jurisdiction shall measure, to the extent possible, the impact of the project on the CMP network and affected public transit operations. The finding along with this supporting information must be submitted to each RTPC, every city, the County, and the

CMA for review and comment. Comments must be received prior to the close of comment for the environment assessment.

5.3 Estimating Mitigation Costs

Under the State CMP legislation, the required land use-transportation analysis must also estimate the costs of mitigating the impacts of local land use decisions on regional transportation systems. The legislation does not provide detail on how to estimate mitigation costs, but does specify that, "In no case shall the program include an estimate of the costs of mitigating the impacts of interregional travel." This prohibition is consistent with State law and case law relating to impact fees. In addition, the law mandates that, "The program shall provide credit for local public and private contributions to improvements to regional transportation systems. In the case of toll road facilities, however, credit shall only be allowed for local public and private contributions that are unreimbursed from toll revenues or other state or federal sources. The agency shall calculate the amount of the credit to be provided." The CMP legislation does not require regional traffic mitigation fees, or other mechanisms for the collection of mitigation costs. It requires only an estimation of the cost of mitigation.

The GMP does include a component that focuses on the cost of mitigating project impacts on the regional transportation system. It requires the Authority to, "Develop a program of regional traffic mitigation fees, assessments or other mitigations, as appropriate, to fund regional and subregional transportation projects, as determined in the Comprehensive Transportation Plan of the Authority." Work on a regional mitigation program, most of which use developer fees to fund mitigating transportation improvements, was essentially completed at the countywide level in the late 1990s. TRANSPLAN in East County and the Tri-Valley jurisdictions in the San Ramon Valley in the Southwest area have regional fees in place, as do WCCTAC in West County and Lamorinda. TRANSPAC in Central County has defined a regional transportation mitigation program that requires the execution of an inter-jurisdictional agreement between the jurisdiction in which a project is located and the other jurisdictions affected by that project.

OPTIONS FOR FULFILLING CMP REQUIREMENTS FOR ESTIMATING MITIGATION COSTS

Mitigation costs must be estimated for every project for which traffic impact analysis is performed, where the analysis identifies a need to mitigate regional impacts. Two options are available:

- The cost of implementing the proposed project mitigations for impacts on the CMP network identified in the traffic impact report prepared following the

procedures outlined in the *Technical Procedures* can be estimated and included in the traffic impact report, or

- If a subregional transportation fee has been adopted for the sub-area, the traffic impact report can include a statement of the cost that would be charged to the project consistent with the subregional fee program. If that program is based on a per-trip cost, the trip generation estimate from the traffic impact analysis must be used as a basis of cost estimation.

5.4 Environmental Review

The CMP requirements for land use-transportation analysis do not preclude the CEQA requirements for environmental review established for development projects or long-range plans. Traffic congestion and related physical impacts (for example, air pollution and noise) attributable to a project or plan under study must be addressed through the environmental review process. Jurisdictions may incorporate the traffic impact analysis process into the environmental review process or establish traffic impact analysis as a separate step in development review.

The Authority's *Implementation Documents* outline the processes for notifying all RTPCs and affected jurisdictions when a proposed project or General Plan amendment would generate more than 100 net new peak hour vehicle trips and would require an environmental document (whether a negative declaration, mitigated negative declaration or environmental impact report). Notification and consultation by the sponsoring jurisdiction would occur throughout the process of preparing and reviewing the environmental document. Consult the *Implementation Documents* for details on this process.

Chapter 6

Travel Demand Element

According to current CMP legislation, the travel demand element should promote:

- Alternatives to the solo-occupant automobile, e.g., carpools, vanpools, transit, and bicycles;
- Increased use of park-and-ride lots;
- Improvements in the balance between jobs and housing;
- Other strategies for reducing vehicle trips, including flexible working hours, telecommuting and parking management programs.

The agency must also consider parking cash-out programs during the development and update of the travel demand element.

As with several other parts of the CMP, implementation of the CMP travel demand requirement is being combined with implementation of the Authority's GMP. Both require local efforts to reduce vehicle trips, increase use of transportation modes other than the automobile, and increase average auto occupancy. The Travel Demand Element of the CMP relies on three basic strategies:

- Locally-based transportation system management programs,
- Efforts to improve jobs-housing balance through land use planning and a variety of implementing programs, and
- Changes in land use patterns and site design.

In addition to these three components of the Travel Demand Element, the CIP contains a number of projects that will also help meet the goals of the element, especially providing alternatives to the solo-occupant vehicle and increasing the use of park-and-ride lots. These projects include the expansion of the Richmond Parkway Transit Center at I-80, the completion of the Martinez Intermodal Facility at the AMTRAK station, construction of carpool lots and bus centers in Lamorinda and Hercules, and several shuttle projects. The CIP also includes the further phases of improvements by AC Transit in the heavily-used San Pablo Avenue Corridor.

CHANGES FROM THE ~~2009~~2011 CMP

The section has been updated to reflect include references to Complete Streets requirements under OBAG and the Authority's guiding principles for adoption of Priority Development Areas (PDAs) and Priority Conservation Areas (PCAs) by local jurisdictions as part of the SCS process.

6.1 Transportation Systems Management (TSM)

To comply with the Measure J GMP, each jurisdiction in the county amended its TSM Ordinance to be in compliance with the Authority's model ordinance, which emphasized the following policy provisions:

- Repeal all employer-based trip reduction mandates contained in the previous TSM Ordinance;
- Establish a policy of participation with other jurisdictions and/or the RTPCs in proactive efforts, programs, and/or projects aimed at achieving the TSM goals set forth in the subarea Action Plans, the Countywide Comprehensive Transportation Plan, the Measure J Strategic Plan, the CMP and the Bay Area Clean Air Plan; and
- Incorporate these TSM goals into the jurisdiction's land use review and planning process.

These TSM requirements will be carried forward by Measure J. The revised model TSM ordinance/resolution is reproduced in Appendix G.

The remainder of this chapter outlines some of possible "proactive strategies" that local jurisdictions can use to reduce traffic congestion, vehicle emissions and vehicle trips in the most effective and cost-efficient way. In addition to the jobs-housing strategies discussed in section 6.2 and the site design strategies discussed in section 6.3, several demand management programs can help meet TSM goals.

PARKING DEMAND MANAGEMENT PROGRAMS

Parking management programs can provide an important way of reducing vehicular trips while also achieving economic development and other environmental goals. When conditions are right, a parking management program can increase the amount of land available for development and possibly the local tax base, reduce the costs of development and make more efficient use of land, allow intensification of commercial areas, improve traffic flow and use of alternative travel modes, and reduce congestion. Where land values are increasing and existing parking areas can be redeveloped or used to serve adjoining new developments, a parking management program may successfully work to make more efficient use of land while reducing traffic and encouraging further economic development.

Parking cash-out programs, shared parking programs, and reduced parking requirements can all be included as key components of a successful parking management program. The CMP legislation requires consideration of parking cash-out programs. A parking cash-out program is defined as an employer funded program under which an employer offers to provide a cash allowance to an employee equivalent to the parking subsidy that the employer would otherwise pay to provide the employee with a parking space. Parking subsidy means the difference between the out-of-pocket amount paid by the employer on a regular basis in order to secure the availability of an employee parking space not owned by the employer, and the price, if any, charged to an employee for use of that space.

Local jurisdictions can allow reductions in parking requirements when parking spaces can be shared among adjoining uses that have different peak periods of demand. Movie theaters and restaurants specializing in dinner, for example, require parking spaces in the evening while professional offices and medical clinics require parking during the day. When such uses share a single parking area, the total number of parking spaces required can be reduced to reflect these different periods of demand. Jurisdictions should, however, consider both the long-term and short-term impacts of shared parking arrangements. Uses may change over time and with those changes, the demand for parking over the course of the day may change as well.

In addition to these shared parking programs, jurisdictions could also investigate reduced parking requirements generally. Some jurisdictions that have looked into actual parking demand in their communities have found that the parking generation rates suggested by the Institute of Transportation Engineers overestimate demand in their communities. A local survey could lead to reduced parking requirements for some uses or a rate that varies based on the size of the building or firm occupying the building. (A firm subject to State parking cash-out requirement, for example—that is, one that has over 50 employees—would likely need fewer parking spaces.). Alternatively, jurisdictions may adjust the pricing of on-street parking spaces, par-

ticularly in central business districts, to approximate more accurately their value to users as measured by the pricing of comparable off-street spaces. Appropriately priced parking spaces can dissuade drivers from circling downtown districts for long periods of time, thus reducing overall traffic levels and creating a more desirable “vacancy rate” of on-street parking.

SCHOOL BUS TRANSIT PROGRAMS

While TDM programs have focused on reducing peak hour work trips, school bus programs have also been shown to be effective in reducing peak hour trips. The Lamorinda jurisdictions (Lafayette, Moraga, and Orinda) and the San Ramon Valley jurisdictions (San Ramon and Danville) have established school busing programs to reduce peak hour vehicle trips in their communities. These jurisdictions are using a combination of Measure J funds and parent fees to fund these programs. The Lamorinda School Bus provides more general home-to-school service while the San Ramon Valley program, aka Traffix, provides more focused service to schools where roadway congestion near the schools is significantly congested.

Jurisdictions are also working to carry out similar or complementary programs, such as improved bicycle and walking access to neighborhood schools. This effort will become more focused under Measure J, which calls upon new projects to incorporate pedestrian, bicycle, and transit access into their design. Additionally, the County-wide Bicycle and Pedestrian Plan recommends new or expanded “Safe Routes to School” programs to help reduce the number of vehicles around schools, and improve the safety and health of students.

RESTRICTION OF TRUCK OPERATIONS

As part of a local trip reduction program, jurisdictions may restrict the hours of operation of trucks on streets or highways provided that such restrictions are coordinated with adjacent jurisdictions. Regulation of truck traffic and loading may be addressed on a multijurisdictional basis in the Action Plans.

JOBS-HOUSING POLICY AND IMPLEMENTATION OPTIONS

Two broad categories of approaches to developing and implementing policies relating to jobs-housing relationships are available to local governments. The first is long-term supply measures using traditional planning tools such as the General Plan and zoning and subdivision ordinances. The second is programmatic approaches emphasizing economic development and housing opportunity strategies. Techniques should be selected by each jurisdiction in light of information about jobs-housing relationships at the three different scales mentioned in Measure J: local (within the jurisdiction), regional and countywide. Local participation in development of Action Plans for Routes of Regional Significance will provide opportunities for designing regional and countywide efforts.

Affecting the Long-Term Supply of Jobs and Housing. The basic mechanism for affecting the supply and distribution of job and housing opportunities is through the land use designations of the General Plan, implemented through the zoning and subdivision ordinances. This does not require special programs or regulations but establishes jobs-housing relationships as important criteria in the local land use planning process.

A jurisdiction can seek to expand or limit the supply of both jobs and housing through its Plan and implementing ordinances. It can respond to specific needs relative to housing affordability and job type by, for example, designating land for multifamily housing or increasing land designated for industrial but not for office use. Other approaches include development phasing programs that seek to keep the supply of both jobs and housing “in sync” throughout the planning period, e.g. by limiting building permits for non-residential uses until a predetermined number of residential building permits have been issued. Mechanisms such as this may be necessary because even if General Plan buildout would result in a good match between job and housing opportunities, the timing of buildout may result in a mismatch during a significant part of the planning period.

The major weakness of using the General Plan to achieve a desired jobs-housing relationship is the limited ability of local government to affect market forces, particularly in relation to job opportunities. Not only new job development, but retention of existing jobs is a major issue. The changes in Contra Costa County employment, with the decline of heavy industrial jobs in East and West County and the dramatic increases in office jobs in Central County and the San Ramon Valley, are indications not only of local policy, but of regional and even global economic trends.

While designating land in the General Plan for employment-generating uses offers the possibility of job creation, it by no means provides security about results. Similarly, designating land for residential use is unlikely to significantly affect the rate at which housing is constructed or the level of its affordability. The General Plan’s primary effectiveness is in constraining development of either jobs or housing, or providing opportunity for additional development.

Affecting Short-Term Supply of Jobs and Housing. The land use planning approach described

above addresses long-term supply issues. Short-term supply, and the match between job and housing type, can be addressed through program rather than planning approaches. Economic development programs and housing programs such as those adopted pursuant to housing element requirements can contribute to attaining a desired jobs-housing relationship. Communities can use a variety of local and non-local funding programs to encourage employment development. These can include redevelopment subsidies, infrastructure grants and job training programs. An equal if not greater variety of programs exist to encourage development of affordable housing.

REQUIREMENTS FOR LOCAL COMPLIANCE WITH THE GMP

To meet the requirements of Measure J, localities must discuss their efforts to address housing options and job opportunities on a city, subregional and countywide basis. Implicit is the expectation that there will be good faith efforts to improve jobs-housing relationships with the goal of more efficient use of the transportation system. Development of the local Growth Management Element (GME), participation in Action Plan preparation, and ongoing traffic impact analysis procedures will all be part of formulating local plans and programs that reflect this goal.

The most logical place for the required discussion is in the GME, which should include a comprehensive statement of local housing and employment development policies. In its adopted discussion of its efforts, each jurisdiction should:

Identify overall goals addressing jobs-housing relationships within the jurisdiction, the subregion and the County. (Goals may be quantified or qualitative.)

6.2 Jobs-Housing Relationships

Efforts to improve jobs-housing relationships are to be undertaken through work on the Action Plans for Routes of Regional Significance and through local planning activities. These activities include the use of General Plans and zoning and subdivision ordinances, as well as economic development and housing affordability programs. The Authority encourages and is willing to assist local jurisdictions to improve jobs-housing balance in order to reduce the impacts of long-distance commuting. The Authority is facilitating consideration of jobs-housing balance at the local, sub-regional and countywide level through the Action Plan process. Opportunities for local governments to address jobs-housing relationships have been addressed in the 2010 update of the Measure J Growth Implementation Guide.

6.3 Changes in Land Use Patterns and Site Design

Transportation Demand Management can encourage greater vehicle occupancy and thus reduce the number of vehicle trips made. Working towards a balance of jobs and housing within a community or area can help the regional transportation system by reducing the length of trips. Changes in land use patterns and site design can also help maintain mobility on the regional transportation system by reducing the number of trips made shortening their length and increasing the number made on modes other than the single-occupant vehicle. Current land development practice tends to encourage the use of automobile and especially the single-occupant vehicle. Changes in land use patterns and a greater mix of land uses, sometimes called transit-supportive development or transit-oriented development, focus on linking trips and making transit, walking and bicycling more attractive.

Four techniques in land use planning and site design can encourage a more multi-modal and transportation-efficient pattern of land uses:

- Concentrating development—both the number of jobs and residents—within walking distance of transit stations lines;
- Mixing a greater number of uses within a single development;
- Making the transportation network friendlier for pedestrians, bicyclists and transit riders; and
- Increasing the number of connections within and between developments.

Concentrate Development Around Transit Corridors Shifting trips from the private automobile to transit would remove a significant number of vehicles from the regional transportation system. To do this, transit must be made more convenient for potential riders. One way to do this is to increase the number of potential riders close to bus stops and rail transit stations. To be successful, both ends of the trips must be convenient to the riders.

Mixed-Use Developments In addition to shifting trips from the private automobile, land use changes can reduce the number of vehicle trips made by bringing different uses closer together. Where jobs are close to restaurants, banks, shopping and other services, workers will not need to drive to lunch, shop or run errands. Likewise, if homes are closer to shopping, schools and recreation, residents may be able to walk—instead of driving—to these destinations. The specific mix of uses will depend on the character of each area and the role that it will play in the city's life. Transit- and pedestrian-supportive shopping districts would have a different mix of uses than an employment center, which would in turn differ from a more residential area.

Pedestrian- and Bicycle-Friendly Design Even if uses are brought close together, people may still drive if walking or bicycling is not perceived to be easy, safe or comfortable. In addition to having a mix of uses that allows short, linked trips, the design of streets must consider the needs of walkers and bicyclists. Pedestrian amenities could include new or expanded sidewalks, separating these sidewalks from traffic with parking, locating storefronts close to sidewalks and encouraging multiple, closely spaced building entrances. Bicyclists must also feel safe and welcomed in these areas with efforts made to slow traffic, add clearly marked bike lanes and provide parking for both bicycles and cars. This type of design would not ban automobiles but would try instead to balance the needs of pedestrians, bicyclists and transit riders with those of drivers.

Increase Street Connections Most contemporary subdivision and employment center design limits connections among adjacent areas except along arterial streets. This reliance on arterial streets limits pedestrian access between adjoining uses and can lead to greater congestion on those arterial streets. Transit-supportive or pedestrian friendly development design would create a greater number of connections among the uses it contains. By creating a greater number of links, automobile traffic would be spread over a larger area, thus diluting its impact. To counteract the increase in traffic on local streets, streets should be designed to slow traffic through narrower pavement widths, on-street parking and a greater sense of enclosure with streets trees and buildings located closer to the street.

Making these changes in land use patterns and site design will require local jurisdictions to look at opportunities for redevelopment and infill as well as new development. Existing transit corridors are located to serve existing development, thus making redevelopment the most likely method for carrying out these changes. Redevelopment and infill is a much more difficult process that requires greater consideration of existing uses than new development would. Local jurisdictions need to evaluate realistically their opportunities for transit-supportive development. In addition, since commuters frequently live in one city and work in another, transit-supportive development in one jurisdiction must be coordinated with similar development in other jurisdictions to be successful.

Within the Bay Area, MTC and ABAG have prepared guidebooks for incorporating these concepts into local plans and programs.

6.5 Regional Programs to Support Improved Land Use and Transportation Connection

MTC'S TRANSPORTATION FOR LIVABLE COMMUNITIES & HOUSING INCENTIVE PROGRAMS

Since 1998, MTC has offered funding for projects that foster the creation of livable communities. These types of development include those that support multimodal transit, provide jobs or housing near existing town centers, and enhance pedestrian and bicycle access to transit hubs, activity centers, and neighborhood commercial districts. MTC provides technical assistance and capital grants to support projects fitting this description. The goal of the program is to support vibrant downtown areas along with commercial centers and neighborhoods that provide a range of transit options and enhanced connectivity.

MTC'S TOD POLICY FOR REGIONAL TRANSIT PROJECTS

As part of its Regional Transit Expansion Program of Projects set out in Resolution 3434, MTC established a policy on transit-oriented developments (TOD) associated with the development of those transit expansion projects. This policy has three elements:

- Planning for minimum levels of residential development around transit stations in new transit corridors;
- Local station area plans that address future land use changes, station access needs, circulation improvements, pedestrian-friendly design, and other components of transit-friendly design; and
- Corridor working groups of key stakeholders to support the transit project development process

In Contra Costa, the TOD policy applies to eBART and the second phase of the Water Transit Authority's expanded ferry service program. For the eBART project, which is considered "commuter rail" in the policy, the corridor (including the existing end-of-the-line station) must plan to an average of 2,200 housing units per station. Jurisdictions with proposed new ferry service would need to provide a minimum of 750 housing units near the ferry station.

The Authority is working with local jurisdictions, BART, Tri Delta Transit and other stakeholders on the development of the eBART project as part of that corridor working group and on the development of the station area plans needed in the corridor. In addition, the Authority is using Measure C and Measure J funds to support both the station area planning and planning for the project itself. The Authority will be involved in similar processes needed to begin ferry service in the county.

TABLE 6.5.1 Resolution 3434 Transit Extension Projects Subject to Corridor Thresholds

Project	Sponsor	Type	Threshold met with current development?	Meets TOD Policy (with current + new development as planned)?
BART East Contra Costa Rail Extension (eBART)	BART/CCTA	Commuter Rail		
a) Phase 1 Pittsburg to Antioch			No	Yes
b) Future phases			No	No

SAN FRANCISCO BAY AREA FOCUS PROGRAM

The FOCUS program was an effort developed in 2002 through the collaboration of a number of regional agencies, local governments, and community groups in the San Francisco Bay Area. The goal of the FOCUS program is to address housing and traffic problems facing the area while developing solutions that will improve the quality of life in the Bay Area. Through the program, local jurisdictions are collaborating to identify areas that can best accommodate future growth and identifying these sites as Priority Development Areas. Other sites not suitable for development are identified as Conservation Areas. Each participating jurisdiction can nominate areas that it would like to receive either designation, and these designations may be coordinated with other planning efforts developed under the CMP. Jurisdictions with designated areas may be eligible for a number of financial incentives in the future.

Priority Development Areas (PDAs)

One of the most important components of the SCS is identification of the location of housing and jobs over the next 25 years. PDAs are locally-identified, infill development opportunity areas within existing communities. They are generally areas of at least 100 acres where there is local commitment to developing more housing along with amenities and services to meet the day-to-day needs of residents in a pedestrian-friendly environment served by transit. To be eligible to become a PDA, an area had to be within an existing community, near existing or planned fixed transit or served by comparable bus service, and planned for more housing.

Since ABAG began the PDA program under FOCUS and continuing into the SCS process, some 36 sites have been identified in Contra Costa as PDAs. In order to assist in making these PDAs a reality, MTC has established the One Bay Area Grants (OBAG) program. Jurisdictions with a PDA may apply for grant funding under OBAG for site planning, infrastructure construction, economic feasibility studies and other forms of assistance. Under OBAG, at least 70% of the grant funds must be spent within, or in proximate access to the PDA. The Authority has developed a PDA Investment and Growth Strategy that describes how the transportation funding

available through the OBAG program will be prioritized and allocated within the County. A full listing of Contra Costa PDAs is found in Table 6.5.2.

TABLE 6.5.2 Contra Costa County Priority Development Areas

<i><u>Sponsoring Jurisdiction/Agency</u></i>	<i><u>Name</u></i>	<i><u>Place Type</u></i>	<i><u>Size (gross acres)</u></i>
<u>Antioch</u>	<u>Hillcrest eBART Station</u>	<u>Suburban Center</u>	<u>382</u>
<u>Antioch</u>	<u>Rivertown Waterfront</u>	<u>Transit Town Center</u>	<u>474</u>
<u>Concord</u>	<u>Community Reuse Area</u>	<u>Regional Center</u>	<u>1,066</u>
<u>Concord</u>	<u>Community Reuse Area</u>	<u>Transit Neighborhood</u>	<u>1,606</u>
<u>Concord</u>	<u>Downtown</u>	<u>City Center</u>	<u>486</u>
<u>Contra Costa County</u>	<u>North Richmond</u>	<u>Transit Neighborhood</u>	<u>1,126</u>
<u>Contra Costa County</u>	<u>Downtown El Sobrante</u>	<u>Mixed-Use Corridor</u>	<u>171</u>
<u>Contra Costa County</u>	<u>Contra Costa Centre</u>	<u>Mix-Use Corridor</u>	<u>100</u>
<u>Contra Costa County</u>	<u>Pittsburg/Bay Point BART Station</u>	<u>Transit Neighborhood</u>	<u>409</u>
<u>Danville</u>	<u>Downtown Danville</u>	<u>Transit Town Center</u>	<u>546</u>
<u>El Cerrito</u>	<u>San Pablo Avenue Corridor</u>	<u>Mixed-Use Corridor</u>	<u>430</u>
<u>Hercules</u>	<u>Central Hercules</u>	<u>Transit Neighborhood</u>	<u>252</u>
<u>Hercules</u>	<u>Waterfront District</u>	<u>Transit Town Center</u>	<u>244</u>
<u>Lafayette</u>	<u>Downtown</u>	<u>Transit Town Center</u>	<u>304</u>
<u>Martinez</u>	<u>Downtown</u>	<u>Transit Neighborhood</u>	<u>191</u>
<u>Moraga</u>	<u>Moraga Center</u>	<u>Transit Town Center</u>	<u>180</u>
<u>Oakley</u>	<u>Downtown</u>	<u>Transit Town Center</u>	<u>146</u>
<u>Oakley</u>	<u>Employment Focus Area</u>	<u>Suburban Center</u>	<u>758</u>
<u>Oakley</u>	<u>Potential Planning Area</u>	<u>Transit Neighborhood</u>	<u>232</u>
<u>Orinda</u>	<u>Downtown</u>	<u>Transit Town Center</u>	<u>155</u>
<u>Pinole</u>	<u>Appian Way Corridor</u>	<u>Transit Town Center</u>	<u>141</u>
<u>Pinole</u>	<u>Old Town</u>	<u>Suburban Center</u>	<u>240</u>
<u>Pittsburg</u>	<u>Downtown</u>	<u>Transit Neighborhood</u>	<u>435</u>
<u>Pittsburg</u>	<u>Railroad Avenue eBART Station</u>	<u>Transit Town Center</u>	<u>1,071</u>
<u>Pleasant Hill</u>	<u>Buskirk Avenue Corridor</u>	<u>Mix-Use Corridor</u>	<u>320</u>
<u>Pleasant Hill</u>	<u>Diablo Valley College</u>	<u>Transit Neighborhood</u>	<u>58</u>
<u>Richmond</u>	<u>Central Richmond & 23rd Street Corridor</u>	<u>Mixed-Use Corridor</u>	<u>825</u>
<u>Richmond</u>	<u>South Richmond</u>	<u>Transit Neighborhood</u>	<u>1,422</u>
<u>San Pablo</u>	<u>San Pablo Avenue & 23rd Street</u>	<u>Mixed-Use Corridor</u>	<u>284</u>
<u>San Pablo</u>	<u>Rumrill Boulevard</u>	<u>Employment Center</u>	<u>55</u>
<u>San Ramon</u>	<u>City Center</u>	<u>Suburban Center</u>	<u>456</u>
<u>San Ramon</u>	<u>North Camino Ramon</u>	<u>Transit Town Center</u>	<u>302</u>
<u>Walnut Creek</u>	<u>West Downtown</u>	<u>Suburban Center</u>	<u>232</u>
<u>WCCTAC</u>	<u>San Pablo Avenue Corridor</u>	<u>Mixed-Use Corridor</u>	<u>635</u>

Priority Conservation Areas (PCAs)

Priority conservation areas are areas of regional significance that have broad community support and an urgent need for protection. These areas provide important agricultural, natural resource, historical, scenic, cultural, recreational, and/or ecological values and ecosystem functions.

The purpose of designating priority conservation areas through the FOCUS Program and SCS process is to accelerate protection of key natural lands in the San Francisco Bay Area through purchase or conservation easements within the next few years. Conservation will be promoted through regional designation by:

- Coordinating conservation efforts within a regional framework of near-term priorities
- Providing a strong platform on which to leverage public and private resources
- Building upon prior and existing land protection efforts and investments; and
- Providing opportunities for forging new partnerships

In the fall of 2007, local governments, public agencies, and nonprofit organizations nominated over 100 areas for consideration as Priority Conservation Areas. Nominations were reviewed by staff, a review panel, regional committees, and local governments. Recommendations were based on the three nomination criteria: level of consensus, regional significance, and urgency for protection. The ABAG Board adopted a set of Priority Conservation Areas on July 17, 2008. Table 6.5.3 lists the approved PCAs in Contra Costa.

TABLE 6.5.3 Contra Costa County Priority Conservation Areas

<u>Lead Nominating Agency</u>	<u>Name</u>	<u>Acres</u>
<u>City of Hercules</u>	<u>Central Hercules and Waterfront District</u>	<u>142</u>
<u>City of San Ramon</u>	<u>Big Canyon Preserve</u>	<u>8</u>
<u>Town of Moraga</u>	<u>MOSO and NON-MOSO Open Space</u>	<u>2,297</u>
<u>City of Walnut Creek</u>	<u>Acalanes Ridge Open Space</u>	<u>24</u>
<u>East Bay Municipal Utility District</u>	<u>Indian Valley</u>	<u>707</u>
<u>City of Lafayette</u>	<u>Burton Ridge</u>	<u>549</u>
<u>City of Lafayette</u>	<u>Lafayette Ridge</u>	<u>1,370</u>

~~2014~~2013 Contra Costa Congestion Management Program

<u>Contra Costa County</u>	<u>Contra Costa County Agricultural Core</u>	<u>11,434</u>
<u>Contra Costa County</u>	<u>East Contra Costa County Habitat Conservation Plan/Natural Community Conservation Plan</u>	<u>41,232</u>
<u>East Bay Regional Park District</u>	<u>Point Edith Wetlands Area</u>	<u>3,551</u>
<u>East Bay Regional Park District</u>	<u>Delta Recreation Area</u>	<u>12,623</u>
<u>East Bay Regional Park District</u>	<u>Potential Pinole Watershed Area</u>	<u>2,753</u>
<u>East Bay Regional Park District</u>	<u>San Francisco Bay Trail - Bay Area Ridge Trail</u>	<u>42</u>
<u>East Bay Regional Park District</u>	<u>East Bay Regional Parks District, Regional Trails System Gaps</u>	<u>708</u>

CALIFORNIA SUSTAINABLE COMMUNITIES AND CLIMATE PROTECTION ACT OF 2008 (SB 375)

SB 375 establishes new local and regional coordination expectations to help achieve the greenhouse gas (GHG) reduction targets of AB 32, the State's global warming legislation. SB 375 uses four different approaches to achieve its goals:

- New State guidelines for regional travel demand models;
- Regional Sustainable Communities Strategies (SCS);
- New links between Regional Housing Needs Assessments and RTPs; and
- Exemption of certain kinds of projects from CEQA analysis.

Guidelines for Travel Demand Models

Under SB 375, travel demand models used to prepare RTPs must account for:

- The statistically-based relationship between density, vehicle ownership and vehicle miles traveled;
- The effect of enhanced transit service on vehicle ownership and vehicle miles traveled;
- The effect of highway or passenger rail expansion on changes in travel and land development;
- The allocation of trips between automobile, transit, carpools, and bicycling and walking; and
- Speed, frequency, days, and hours of operation of transit service.

The Sustainable Communities Strategy (SCS) and Alternative Planning Strategy (APS)

Under SB 375, MPOs such as MTC must adopt a Sustainable Communities Strategy (SCS) as part of their RTPs. The SCS must identify an integrated system of land use and transportation that together work to meet the greenhouse gas emission reduction targets approved by CARB. This pattern of land uses and transportation facilities must also provide sufficient development potential to house the existing and future population over the next eight and 20 years and serve the transportation needs of the region. In the Bay Area, the SCS is developed in conjunction with ABAG. MTC's RTP update for 2013 will be the first plan for the Bay Area region to contain an SCS under SB 375.

If the SCS ~~falls~~were to fall short of these greenhouse gas targets, regional agencies must develop an "alternative planning strategy" (APS) that meets the targets. The APS can include bolder ideas that may require additional funds or changes in law. CARB can only approve or reject the SCS and APS. If rejected, MTC must revise the strategies until CARB agrees that at least the APS would reach the GHG reduction targets.

~~A Contra Costa County Sustainable Community Strategy~~

~~The Authority has begun the process of participating in development of an SCS for Contra Costa County, making a substantive contribution to the wider Bay Area effort. The process will include a meaningful and comprehensive review of existing local general plans, planned development and TDM programs, green building programs, and other ordinances that currently contribute to sustainable community building in the County. The process will produce reasonable, locally tailored greenhouse gas emission reduction measures by responsible entity in order to demonstrate how AB 32 goals will be achieved through local actions in line with the SB 375 process. The SCS process—including public involvement and RTPC review—will build on the Authority's work on Action Plans, the CMP, and related CTP implementation efforts, and be undertaken in close consultation with MTC and ABAG.~~

Housing Needs and CEQA Exemptions

SB 375 requires that the allocations of regional housing needs that ABAG prepares must be consistent with the development pattern adopted in the SCS and the schedule of the RTP process. Local governments will now need to update their housing elements within three years of the adoption of the SCS to be consistent with ABAG housing needs allocations. SB 375 also exempts housing and mixed-use projects that meet specified criteria — such as proximity to transit — from some of the requirements of the California Environmental Quality Act (CEQA).

Role of the Authority

Regional agencies, as part of their required public participation program, must consult with CMAs, such as the Authority, about the SCS or (if necessary) the APS. The Authority intends to work wherever possible with the other CMAs and MTC, ABAG and the other regional agencies that make up the JPC to create an SCS (and APS, if necessary) that works for both Contra Costa and the region.

As part of the implementation of its CTP, the Authority ~~will work~~has worked extensively with regional agencies and other CMAs to develop a SCS that meets the requirements of SB 375 and recognizes the decisions embodied in Measure J. ~~In addition, the Authority will also investigate~~

Sustainability Study

A result of the 2009 Countywide Plan was the Authority's initiation of a study of how to best achieve overall goals of sustainability and smart growth through coordination of land use and transportation decisions. This study will look at questions of sustainability, GHG emissions reductions, and smart growth and how the Authority might address them within the context of Measure J. This study ~~should~~will also consider issues such as congestion pricing and emerging trends (such as alternative fuels and telework), and how the Authority might respond. The Authority will incorporate the policies that result from both of these tasks into later CMPs, as appropriate, as well as other Authority plans (e.g., the CTP), programs (e.g. the CMP and GMP) and processes (e.g. project review).

SCS Guiding Principles

In anticipation of the SCS process, the Authority in January 2010, developed a set of principles in order to support collaborative decision-making in working towards a feasible SCS that meets the GhG reduction targets, while supporting the Authority's mission, vision, ~~and~~ core values:

Forge a Positive Relationship with the Regional Agencies. At both the elected official and staff level, the Authority intends to work with the regional agencies to support development of an SCS by facilitating a dialogue between the regional agencies and local jurisdictions regarding land use plans in Contra Costa.

Consensus-Based Planning. The Authority will seek to achieve an SCS as it applies to Contra Costa that reflects agreement between local jurisdictions and the regional agencies regarding land use assumptions, along with a Contra Costa-based plan for supportive transportation investments.

Consideration of General Plans. The long-range (2040) vision for the SCS will specify where new growth is to occur. This vision may conflict with currently adopted General Plans. Local jurisdictions that are in agreement with the land use assumptions in the SCS would undertake subsequent General Plan Amendments to reflect the agreed-upon SCS, and such action may take place subsequent to adoption of the 2013 RTP. Local jurisdictions that are not in agreement with the proposed land use assumptions in the SCS will be given the opportunity to work at the subregional level in collaboration with the regional agencies to develop an alternative land use proposal that contributes towards achievement of the Bay Area's GHG emissions target. Where mutual agreement on the proposed SCS is not achieved, the role of the Authority will be to acknowledge the conflict and to identify other factors or impacts that may be relevant for the protection of the environment, furtherance of GHG goals by alternative means, or the sustainability of a local jurisdiction.

Local Control of General Plans and Zoning Maps. Each local jurisdiction shall retain full control of local general plans and zoning within its municipal boundary.

Ensure the Participation of all Local Jurisdictions and Partner Agencies. Beyond a focus on the priority development areas (PDAs) as the core of the SCS, efforts will also be made to ensure that all cities and towns can successfully participate in the process, so that their land use and transportation needs can also be addressed. Furthermore, the Authority welcomes and encourages participation by other agencies, such as the transit operators.

Facilitative Role. Working in partnership with local jurisdictions and the regional agencies, the Authority, as a transportation agency, should play a facilitative role by providing resources, information and policy insights to cities, towns and Contra Costa County, while recognizing that local jurisdictions have sole discretion with respect to land use decisions. A working group of Contra Costa planning directors will be established to monitor the development of the SCS and any issues raised during that process.

Urban Limit Line. The SCS needs to respect the Measure J mandated Urban Limit Line (ULL) for Contra Costa, which represents an agreed upon "urban growth boundary," and shall direct all urban development to areas within the ULL.

Sustainable Transit. Ensure that the SCS includes feasible transit service that is adequately funded to provide reliable and convenient service for Contra Costa, while encouraging walking and bicycling.

Rural Sustainability Component. Recognizing SB 375's overall goal of achieving more focused growth, the SCS also needs to consider transportation investments for the safety and preservation of roads serving farm to market and interconnectivity transportation needs.

Public Health. The Authority recognizes that there are multiple public health benefits to transportation policies that both reduce GHG emissions and increase mode share of walking, cycling, and transit, and will consider these health co-benefits in planning decisions.

Reflect Contra Costa's Continuing Commitment to Growth Management and Resource Conservation. Development of the SCS shall incorporate Contra Costa's existing efforts and programs that would help reduce GHG emissions. These include the Measure J Growth Management Program (GMP), the establishment of PDAs and PCAs, and the East Contra Costa Habitat Conservancy. The GMP, in particular, has much in common with the objectives of the SCS, including the ULL provision noted above, local jurisdiction compliance with State Housing and Community Development (HCD) Department requirements, 511 Contra Costa Clean Fuel Infrastructure and transportation demand management programs funded by Measures C and J, and a general plan amendment (GPA) review process to address the impacts of growth and promote appropriate mitigation.

Shaping Our Future. Continue the collaborative process that began with Shaping Our Future, where Contra Costa jurisdictions collectively developed the Shaping Our Future land use plan, and which provided a springboard to the PDAs and PCAs that are now being incorporated into the SCS and which has significant transportation benefits.

Common Voice. The Authority in collaboration with the cities, towns and Contra Costa County should provide a unified voice and advocate for all Contra Costa jurisdictions in working work with the regional agencies and adjacent CMAs.

Final SCS. The Authority will support the final SCS provided it is consistent with each local jurisdiction's mission, vision and sustainability goals.

The Authority views these principles as a "living" document, and from time-to-time may update or revise the list in order to make course corrections in order to better facilitate a collaborative SCS development effort.

The JPC on Role of CMAs in Implementation of SB 375

According to the JPC's Policies for the Bay Area's Implementation of Senate Bill 375 (adopted September 18, 2009), CMAs will be involved in many components of SB 375 implementation:

Refining the Models “The Bay Area regional agencies will continue to work together with local partners and regional stakeholders to construct an integrated modeling system which, to the extent possible within the available time and resources, achieves these essential qualities...[including] Uniformity—Full involvement of the **CMAs** and others who engage in complementary modeling activities to facilitate commonality and compatibility among models and a consistent modeling system which extends beyond the regional agencies.” (from Policy 2)

Developing the Sustainable Communities Strategy “The Bay Area regional agencies are committed to achieving the region's GHG-reduction targets through the SCS and will prepare an APS only as a last resort. To assist in the preparation of a realistic and attainable SCS, the regional agencies will: Partner with **CMAs**, transit agencies, local governments, and other relevant stakeholders to cooperatively prepare an SCS, beginning no later than the end of 2009... Continue to seek planning resources so that our local-government and **CMA partners** can share leadership roles with the regional agencies in the SCS process and undertake related planning activities...” (from Policy 3)

Coordinating with Regional Plans “The SCS, RTP and RHNA will be developed together through a single and integrated cross agency work program, developed and implemented in partnership with the other regional agencies, **congestion management agencies**, local governments, and non-governmental organizations which have a stake in the work and its outcomes.” (From Policy 5)

Responding to Regional Agency Policies “Starting immediately, and consistent with the JPC's role as defined in state law, all significant regional-agency policy documents affecting the location and intensity of development or the location and capacity of transportation infrastructure will be vetted through the JPC and evaluated against the filter of the emerging SCS. As with all regional-agency policies affecting local land-use discretion or local-level transportation investments, the policy documents will be developed in partnership with the applicable local governments, **congestion management** and transit agencies and with the participation of other interested stakeholders.” (from Policy 7)

Chapter 7

Travel Demand Modeling

CHANGES FROM THE ~~2009~~2011 CMP

The Countywide Model is built on information on the transportation system and land uses in the county that was supplied by local jurisdictions, State and regional agencies, and transit providers. These agencies and jurisdictions were involved in the development and review of the model during its creation. The models are available to these agencies for use in planning projects. Model input requirements, output options and applications are discussed here; Appendix H and related materials describe in detail the way in which consistency is being achieved between the Authority model and regional models developed by MTC.

The model uses the MTC 1454 zone system outside of Contra Costa, a change from the previous model, which used the 1099 zone system. The model applies data from MTC's ~~2009~~latest RTP effort, ~~which was completed in spring 2009~~. Building on the MTC model and previous Contra Costa models, the Countywide Model has a combined structure of ~~2,656~~over 3,200 zones. While computer hardware limitations in the early 1990s kept the Authority from a model of this size earlier, recent increases in

the speed and capacity of desktop computers have made this ~~2,656,320~~-zone model feasible.

7.1 The Countywide Model

The Authority ~~expects to complete its~~recently completed the update of ~~the~~its five-step Countywide Model. The Countywide Model is driven by the land use database and retains the trip-generation and trip-distribution steps to the modeling process to develop trip tables that approximate, and also replicate MTC's trip tables at the county-to-county level. The model was ~~last~~-updated to meet MTC's ~~2009~~2011 CMP modeling consistency requirements for land use data by updating the land use database ~~(LUIIS '06) to Projections 2005~~to the Current Regional Plans projections dataset. In addition, the Authority maintains a trip-based model for the CMP to ensure consistency with MTC forecasts. The CMP model is primarily intended for use in CMP evaluation and other studies requiring maximum consistency with MTC forecasts. Since person trip volumes and patterns are fixed in the model, it is not readily able to test land use variations, nor has the model been validated for intersection analysis.

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LAND USE DATA BASE UPDATE

The ~~new~~ five-step Countywide Model uses demographic data as the basis for estimating trip generation, as did the former subarea models. Both the demographic and transportation network data are used in predicting trip distribution patterns and mode of travel.

This database was updated for the ~~2009~~2013 CMP to achieve conformance with ~~Projections 2007~~ABAG's Current Regional Plans land use dataset. The model demographic inputs for traffic zones within Contra Costa consist of the following thirteen variables for the years 2000, 2010, 2020 and 2030:

- Number of Households
- Household Population
- Employed Residents
- Household Income
- Retail Employment
- Service Employment
- Manufacturing Employment
- Agricultural Employment
- Wholesale Employment
- Other Employment
- Total Acreage in Each Zone
- High School Enrollment
- College Enrollment

ACHIEVING CONFORMITY WITH THE ~~2009~~ RTP MODEL

MTC completed the update of its ~~Baycast~~ Model for the purposes of analyzing the ~~2009~~ “~~T-2035~~”~~latest~~ Regional Transportation Plan (RTP). This update used the land use assumptions in ~~Projections 2007 (P-2007)~~the preferred scenario (‘Jobs-Housing Connection’) ~~land use data set~~ from ABAG, with 2005 as the base year and forecasts to year ~~2035~~2040. As the CMA for Contra Costa, the Authority is required by MTC to maintain a travel demand model that conforms to ABAG housing and jobs projections. A tolerance of one percent is permitted within the County.

To remain compliant with MTC’s CMP consistency guidelines, CCTA has developed a model based on ~~P-2007~~‘~~Current Regional Plans~~’ land use inputs. The model takes MTC’s Baycast Model vehicle trip tables and expands them to the detailed Contra Costa zonal system and re-assigns traffic to the CCTA model network. This is an alternate approach to model consistency outlined in ~~Section 1 of the draft 2009~~2011 CMP guidelines. The base traffic network was also updated to be consistent with the ~~2009~~ RTP base by adding projects built between ~~2000 and~~2006 ~~and 2010~~ to the year ~~2000~~2010 network. In addition, trip assignment in the model was updated with MTC’s latest peaking factors for time of day and trip purpose.

HIGHWAY AND TRANSIT NETWORK ASSUMPTIONS

The highway and transit networks for the countywide model include freeways, major arterials and selected minor arterials. The network has been refined to provide additional detail for each subarea, including most minor and major arterials and signalized intersections. The network assumptions for the ~~2009~~2011 CMP models are as follows:

~~2006~~ 2010	All existing roadways and transit links as of early ~~2006~~ 2010
~~2010~~ 2020	All projects under construction and/or programmed in accordance with the approved Transportation Improvement Program (TIP)
2020 & 2035	All projects from the year ~~2010~~ 2020 network plus all projects in the ~~T-2035~~ RTP Financially Constrained Element
~~2035~~ 2040	All projects in the Vision Element of ~~T-2035~~ the RTP

7.2 Uses of the Model

State law requires the Authority and other CMAs to develop a computerized countywide travel demand model. The CMP model and the new countywide model developed by the Authority have multiple purposes — some are directly related to the

CMP, while others support a range of land use and transportation planning activities.

CAPITAL IMPROVEMENT PROGRAM (CIP) ANALYSIS

The CIP included in this CMP includes actions intended to improve the multimodal performance of the CMP network and those needed to maintain operation within the standards for roadway levels of service and transit performance. The effectiveness of the capital projects in meeting these objectives can be evaluated by comparing results of model runs for the year 2010 with and without the capital projects included in the CIP. The year 2010 TIP network includes all projects in the approved Transportation Improvement Program (TIP).

ACTION PLAN DEVELOPMENT

The Action Plans for Routes of Regional Significance are developed and updated by the RPTCs and include MTSOs that will be evaluated against existing, near-term and long-range conditions. This evaluation requires that data be collected for existing conditions and that travel forecasts be developed for both near-term and long-range future conditions. The near-term condition reflects a five-year planning horizon and includes all approved development that has not been constructed. The long-range conditions reflect reasonable assumptions regarding anticipated development given General Plan policies and anticipated market conditions, normally within a 20 to 25-year planning horizon.

The Countywide Model was the primary tool for establishing the MTSOs and testing selected policy actions. The model was used to develop estimates of through-traffic, future local traffic demand, travel times, average auto occupancies and transit ridership, among other MTSOs.

Approved Action Plans formed the basis of the CTP, which was adopted by the Authority in October 2009. The objectives and actions contained in the Action Plans are the basis for the multimodal performance measures included in this CMP. The Countywide Model was used for the Action Plan Updates that were adopted into the 2009 CTP. [The updated Countywide Model is currently being used in the analysis of the MTSOs for the 2013 update of the Action Plans.](#)

DEFICIENCY PLAN PREPARATION

The CMP requires identification of jurisdictions that contribute 10 percent of the traffic using capacity of any CMP facility where the established level of service standard is exceeded. The select link capabilities of the travel demand models will be used to identify those who must participate in the development of a Deficiency Plan according to this criterion.

The Action Plans for Routes of Regional Significance could serve as Deficiency Plans should CMP facilities exceed the established LOS standards. The travel forecasting models will be important tools in the refinement of the Action Plans to meet Deficiency Plan requirements and in evaluating the Deficiency Plan's expected effectiveness.

GENERAL PLAN DEVELOPMENT AND REVIEW

To achieve local compliance with the GMP, transportation analysis must show that all signalized intersections on Basic Routes within the jurisdiction can reasonably be expected to meet LOS standards adopted in the General Plan's GME. The travel demand forecasting model will be only one of the tools used to develop and test General Plan policies. The model can be used to:

1. "Balance" proposed land uses to reflect available transportation infrastructure;
2. Evaluate the relative impacts of alternative types and intensities of land uses;
3. Estimate the impact of through-traffic generated from and/or destined for locations in other jurisdictions; and
4. Permit the evaluation of the impact of major roadway or transit improvements on travel behavior and impacts of major land use changes.

General Plans are not required to include the LOS standards adopted as part of the CMP.

OTHER USES OF THE MODEL

The preceding uses of the Authority's travel demand models are tied to the Authority's direct responsibilities and activities. The models, however, continue to be useful in other activities.

Traffic Studies Local governments may use the travel demand models to prepare traffic studies, either using the model directly or periodic model output. These studies could evaluate the effects of specific developments or subarea plans on the future functioning of roadways and transit systems. The Countywide Model has already been used in updates to several local General Plans and is being used in the current planning for the redevelopment of the Concord Naval Weapons Station.

Transportation Corridor Studies The Countywide model is being used for various corridor and project studies. Both the SR 4 widening and eBART projects are using the model as is the SR-239 corridor study in Eastern Contra Costa. The Countywide Model was also used in the development of the Corridor System Management Plans/Freeway Performance Initiative for I-80, SR 4, and SR 24, and is being used for the ongoing I-680 Corridor System Management Plan.

Chapter 8

Deficiency Planning

STATE REQUIREMENTS

The CMP legislation requires Deficiency Plans to be prepared when a LOS standard established on the CMP network is exceeded after calculating required exclusions. Deficiency Plans provide a method for local governments to focus on areas where congestion has diminished system performance below adopted standards. Deficiency Plans also provide an opportunity to analyze the cause of the deficiency and determine whether the implementation of local improvements or measures to improve overall system efficiency and air quality would be more appropriate. When a deficiency is determined, both the jurisdiction in which the deficiency occurs and any jurisdictions that contribute substantially to the deficiency must work together to prepare, or oversee the preparation of, a Deficiency Plan.

SUMMARY OF THE DEFICIENCY PLANNING PROCESS

There are three basic steps in the process of deficiency planning: (1) identification of the deficiency and which jurisdictions must be involved in the plan preparation, (2) preparation of the Deficiency Plan itself, and (3) review, adoption and implementation of the Deficiency Plan.

The first step — identifying deficiencies — begins with the required monitoring of conditions on the designated CMP network. Monitoring will be conducted by the Authority. (While CMP legislation requires monitoring at least every two years, it can be more frequent. See Chapter 2 for monitoring requirements in the Contra Cos-

ta CMP.) If monitoring uncovers a LOS standard that is being exceeded, the Authority must then conduct an exclusions study. Certain kinds of traffic or traffic impacts may, according to the CMP legislation, be excluded from the analysis of the conditions on the intersection or freeway segment. Exclusions are listed in Section 65089.4(f) of the CMP legislation. The exclusions study quantifies each exclusion, and documents how the exclusions and the revised LOS calculation were performed. If after exclusions, no LOS exceedance occurs, the Authority will make a finding at a noticed public hearing that no deficiency exists. If, however, the intersection or freeway segment still does not meet the LOS standard after these exclusions are made, a Deficiency Plan must be prepared. The Authority then must determine which jurisdictions within the county are generating the traffic responsible for causing the deficient segment or intersection.

In the second step, the lead and contributing jurisdictions must work together to prepare, or oversee the preparation of, the Deficiency Plan. As described below in greater detail, the jurisdictions must:

1. Analyze what is causing the deficiency;
2. Identify projects that would both maintain the LOS standard that was exceeded or otherwise improve multimodal performance of the overall system and air quality; and
3. Develop an action program that includes implementation strategies and schedules for each jurisdiction and identifies “the most effective implementation strategies for improving current and future system performance.”

The third and final step is the adoption, implementation and monitoring of the Deficiency Plan. This step includes both local adoption and approval by the Authority. Failure to prepare a Deficiency Plan that receives Authority approval will put a jurisdiction out of compliance with the CMP. Deficiency Plan progress will be monitored through the annual compliance checklists and implemented through both local actions and updates to the Action Plans.

CHANGES FROM ~~2009~~2011 UPDATE

No changes to the Deficiency Planning chapter have been made.

8.1 Determining a Deficiency

This step in the deficiency planning process includes identifying the deficiency and which jurisdictions must be involved in the plan preparation. The flow chart in Figure 8.1 illustrates this process. The process of determining a deficiency begins with the Authority monitoring LOS on the designated CMP network. Monitoring is conducted to determine conformance with the CMP level of service standards. (Refer to

Section 2.4: Monitoring Level of Service Standards for further discussion.) Beginning with the 1995 CMP cycle, the state CMP legislation allows monitoring to be conducted every other year, rather than every year. Under the Contra Costa CMP, however, an intersection or roadway segment at LOS E must be monitored annually. If during monitoring, an intersection or freeway segment is at LOS F, a deficiency may exist.

The Authority will monitor intersections or freeway segments three times where an initial count shows LOS F conditions. If two of the three measurements are at LOS F, then the Authority will conduct an "Exclusions Study" to determine whether a deficiency remains after making allowable traffic exclusions. If the deficiency remains after making the exclusions, the Authority will conduct a "Participation Study." This study will determine which other jurisdictions within Contra Costa County contribute more than 10 percent of the traffic at the deficient intersection or on the freeway segment. These jurisdictions must work with the jurisdiction that contains the deficiency to prepare the Deficiency Plan.

The Authority will notify the jurisdictions in which the deficiency is located that it has the responsibility for preparing and adopting the Deficiency Plan. The Authority will also notify contributing jurisdictions that they must participate in the Deficiency Plan preparation. If the intersection or freeway segment is not deficient after making the required exclusions, the Authority will notify the jurisdiction in which the deficiency is located and make a finding at a noticed public hearing that no Deficiency Plan is required.

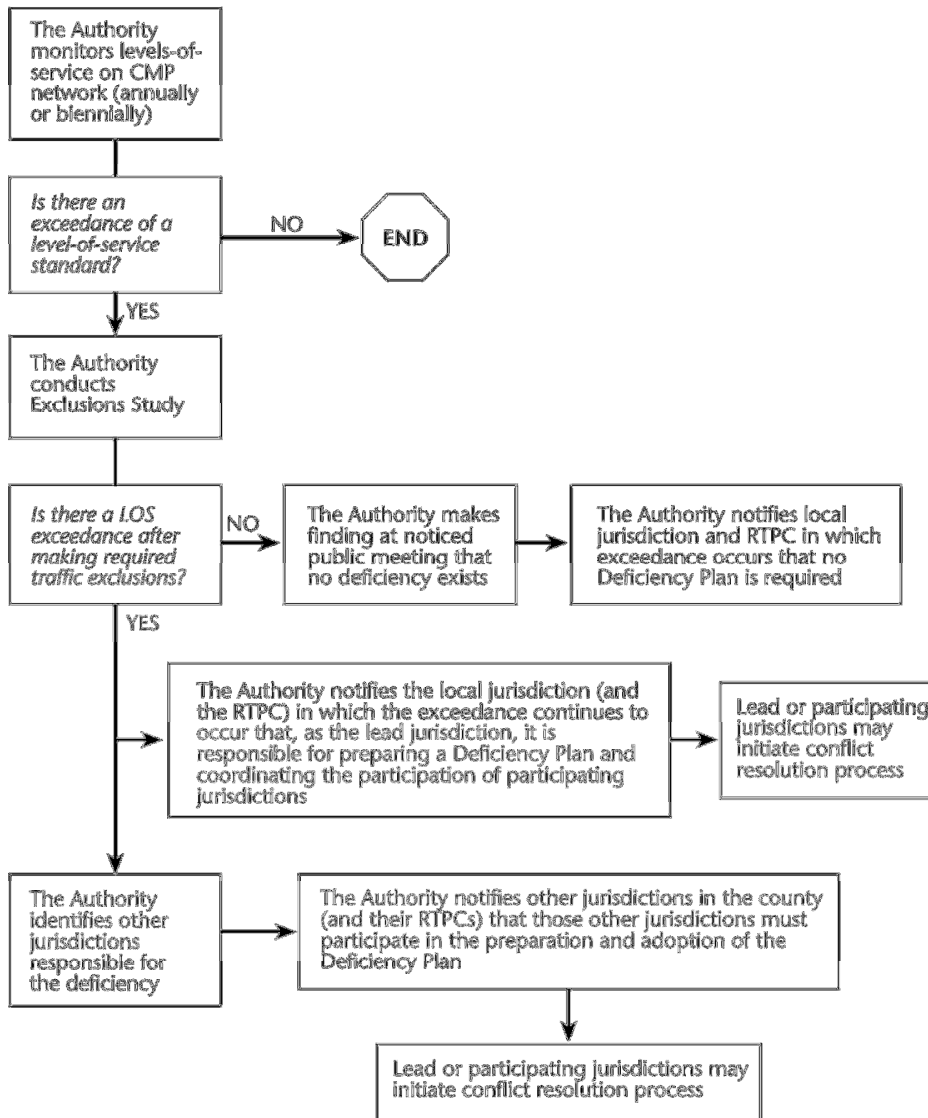


Figure 8.1
**Process for Identification of
 Deficiency and Notification of
 Deficiency Plan Responsibilities**

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8.2 Preparing a Deficiency Plan

The process for preparing a Deficiency Plan includes the following steps: creation of a Deficiency Plan Working Group, preparation of the Deficiency Plan by the working group, review of the Deficiency Plan by an RTPC Review Subcommittee, RTPCs and involved jurisdictions, adoption of the Deficiency Plan. Figure 8.2 illustrates these basic steps in the preparation of the Deficiency Plan.

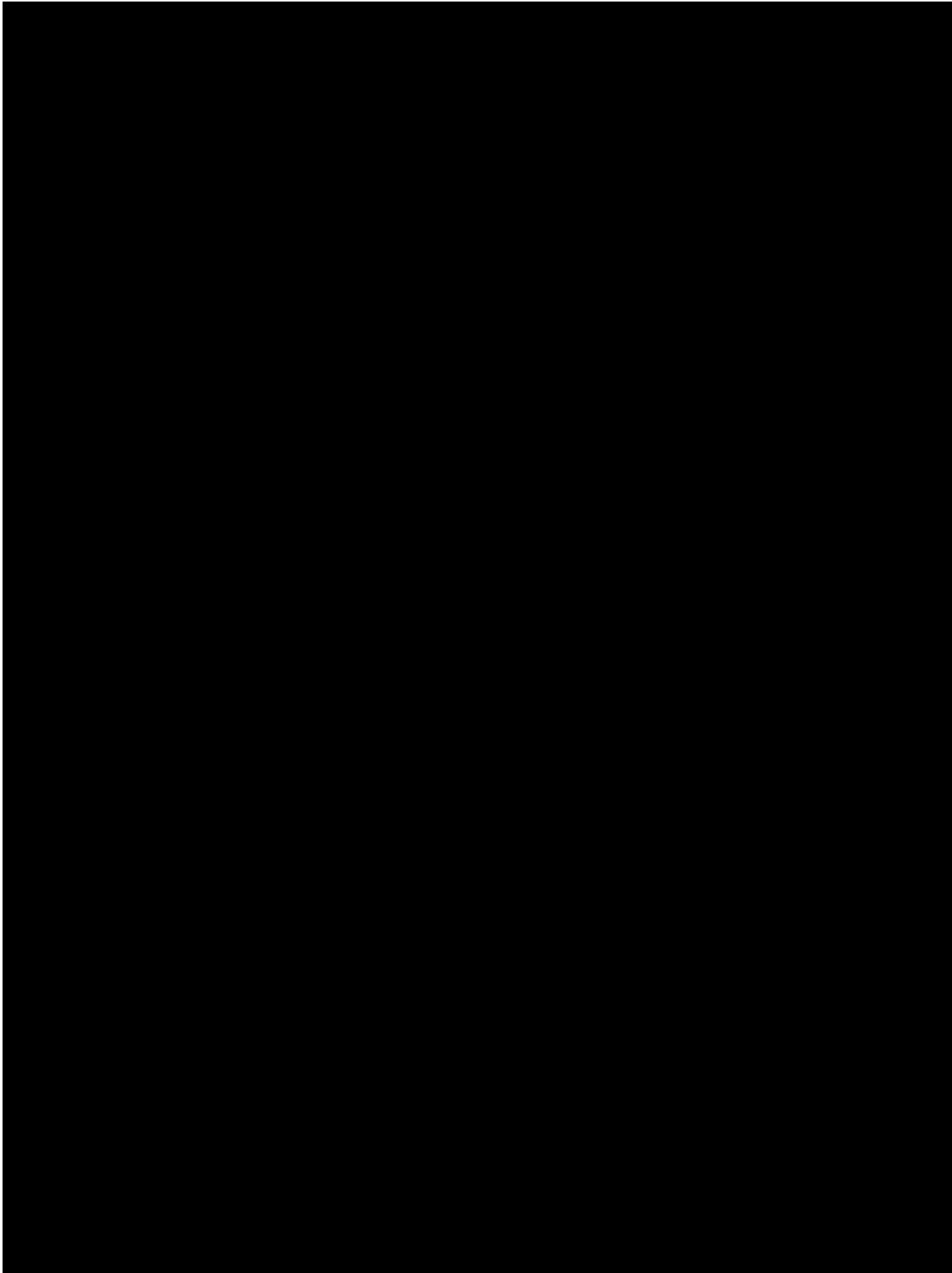
The first step is to draw together the lead and participating jurisdictions and define how they will organize the Deficiency Plan effort (the lead jurisdiction is the jurisdiction in which the deficiency occurs.) The lead and participating jurisdictions must establish a Deficiency Plan Working Group made up of technical staff from the lead and each participating jurisdiction. The Working Group will have the responsibility of refining the work scope and for preparing and overseeing the preparation of the Deficiency Plan by a consultant, if one is used. The size of the working group will reflect the number of jurisdictions participating in preparing the Deficiency Plan; each jurisdiction should appoint one or two members. A staff member from the Authority will also participate.

In addition to the Deficiency Plan Working Group, a joint RTPC Review Subcommittee will be created. The affected RTPCs will appoint representatives to the Review Subcommittee, who will come from the lead and contributing jurisdictions involved in the Deficiency Plan preparation. The RTPC Review Subcommittee will be responsible for reviewing and approving the work scope and approach for the Deficiency Plan, as well as for directing the preparation of the Deficiency Plan and reviewing the draft recommendations presented by the Working Group.

REQUIRED COMPONENTS OF THE DEFICIENCY PLAN

Each Deficiency Plan must contain four components:

- **Analysis of the cause of the deficiency** This analysis has been expanded to include the identification of both the cause of the deficiency, and the impacts of those local jurisdictions that contribute to the deficiency. The Deficiency Plan only has to address the traffic impacts that are not excluded.
- **Improvements to maintain minimum level of service** The second component is a list of improvements necessary for the deficient segment or intersection to maintain the minimum level of service otherwise required and the estimated costs of the improvements.



Process for Preparation
of Deficiency Plan

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- **Improvements, programs of actions to improve multimodal system performance or air quality** The third component is a list of improvements, programs, or actions, and estimates of costs, that will measurably improve multimodal performance (rather than level of service of the system) and contribute to significant improvements in air quality. (BAAQMD has established, and will periodically revise, a list of approved improvements, programs, and actions that would improve air quality.) Multimodal Transportation Service Objectives (MTSOs) established for the Action Plans for Regional Routes can be modified to serve as the performance measures in Deficiency Plans. ~~TSOs~~MTSOs are quantifiable standards which Action Plans seek to achieve and maintain. The CMP performance measures are likewise quantifiable measures of multimodal system performance. Unlike the ~~TSOs~~MTSOs they do not set a standard that may not be exceeded. (See Chapter 3 Performance Element for a complete discussion of performance measures.)
- **Action plans to address deficiencies** The fourth component is an action plan to address deficiencies. (This action plan is distinct from the Action Plans for Routes of Regional Significance developed under the Measure J GMP.) The CMP legislation requires this action plan to draw from one or both of the list of improvements that will maintain the minimum level of service or the list of improvements, programs or actions that will measurably improve multimodal system performance and air quality. In addition, the action plan must include implementation strategies for those jurisdictions that have contributed to the cause of the deficiency. It need not mitigate the impacts of any exclusions. Lastly, the action plan must represent the most effective implementation strategies for improving current and future system performance.

RELATIONSHIP OF DEFICIENCY PLANS WITH ACTION PLANS FOR REGIONAL ROUTES

If level of service standards adopted in the CMP are exceeded and Deficiency Plans must be prepared, much of the required material will be included in the Action Plans for Routes of Regional Significance prepared by RTPCs. The Action Plans assess existing and future travel conditions on regional routes, include detailed transportation information, and identify specific actions, programs and projects to achieve the MTSOs for the Routes of Regional Significance. The Deficiency Plans can draw on the analysis and direction contained in the Action Plans to meet the requirements of the CMP legislation. Information to be added would include a list of improvements needed to meet the LOS standard, a list improvements, programs, or actions that will measurably improve multimodal performance of the system, or significantly improve air quality, and cost estimates of these improvements. Once the recommended actions in the Deficiency Plan are approved by the local jurisdictions, RTPCs, and the Authority, they will be considered for incorporation into the affected Action Plans as part of their periodic update.

8.3 Adopting and Implementing the Deficiency Plan

ADOPTION PROCESS

The recommended process for reviewing and adopting Deficiency Plans is summarized below and described in greater detail in the Deficiency Plan Procedures. First, the Deficiency Plan Working Group and RTPC Review Subcommittee will prepare a circulation draft of the Deficiency Plan to be reviewed by the lead and contributing jurisdictions, affected RTPCs, the Authority, and regional agencies. Then the working group will prepare, and the joint RTPC review subcommittee will release, the Proposal for Adoption Deficiency Plan. Lead and contributing jurisdictions will approve resolutions adopting the Proposal for Adoption Deficiency Plan. Next the lead jurisdiction will forward the Proposal for Adoption Deficiency Plan with the adopting resolutions to the Authority. At the Authority, the adopted Deficiency Plan will be reviewed by the TCC task force and the PC first. Then, the full Authority will either accept or reject the Deficiency Plan. If the Authority accepts the Deficiency Plan, the lead and contributing jurisdictions will implement the Deficiency Plans and the RTPCs will incorporate the recommended changes into the Action Plans during the next update. Figure 8.3 graphically shows the process for Authority review and acceptance of Deficiency Plans.

IMPLEMENTATION AND MONITORING OF DEFICIENCY PLAN

After the adoption and acceptance of Deficiency Plans, the Authority will have continuing responsibility for monitoring their implementation. This monitoring will be accomplished through the regular, biennial submittal and review of CMP checklists. All local agencies and all RTPCs will need to fill out and submit a checklist. Each jurisdiction and RTPC participating in one or more Deficiency Plans will be required to respond to the part of the checklist with questions about Deficiency Plan preparation, adoption and implementation.

8.4 Conflict Resolution Process

The CMP legislation requires each CMA to “establish a conflict resolution process for addressing conflicts or disputes between local jurisdictions in meeting the multi-jurisdictional deficiency plan responsibilities of this section.” (Section 65089.4[e][3]) The Contra Costa CMP relies on the Authority’s adopted conflict resolution process to meet these CMP requirements. The conflict resolution process, adopted through Resolution 95–07–G in July of 1995, will serve in both the Authority’s Growth Management and Congestion Management processes.

The intent of the Authority’s conflict resolution process is to help local jurisdictions resolve conflicts that arise from these two programs through a useful, flexible process, one that is not overly rigid so that it can respond to the particulars of the juris-

dictions involved. This process can be used in two types of conflicts. The first type of conflict arises when one jurisdiction questions another's compliance with either the CMP or GMP. In these conflicts, the Authority has an obligation to determine a jurisdiction's compliance. The second type of conflict arises where disputes between jurisdictions hinder the implementation of the Authority's programs, although they do not affect a jurisdiction's compliance with the GMP or CMP. In the first type of conflict, participation is mandatory. In the second, it is voluntary.

Three principles underlie the conflict resolution process. First, consensus at the regional level on the resolution of conflicts is encouraged. Second, when the regional committees are unable to reach consensus, the Authority will look for evidence of "good faith" among the parties involved when determining compliance. Finally, the Authority's determination of compliance will affect the allocation of Measure J and CMP funds but will not affect local agencies' land use authority or require programs that conflict with a community's fundamental socioeconomic or environmental character.

The conflict resolution process has four phases. In the first phase, project initiation, the initiating party asks the RTPC (or the Authority, if the RTPC does not agree) to approve the initiation of the process and outlines the issues needing resolution. In the second phase, the Authority staff or consultant will meet with the parties involved to assess the issues in the dispute and its appropriateness for the conflict resolution process. The third phase involves the settlement sessions among the parties involved and the development of a settlement agreement. The final phase involves the implementation and monitoring of the agreement and the Authority's assessment of good faith by the parties involved.

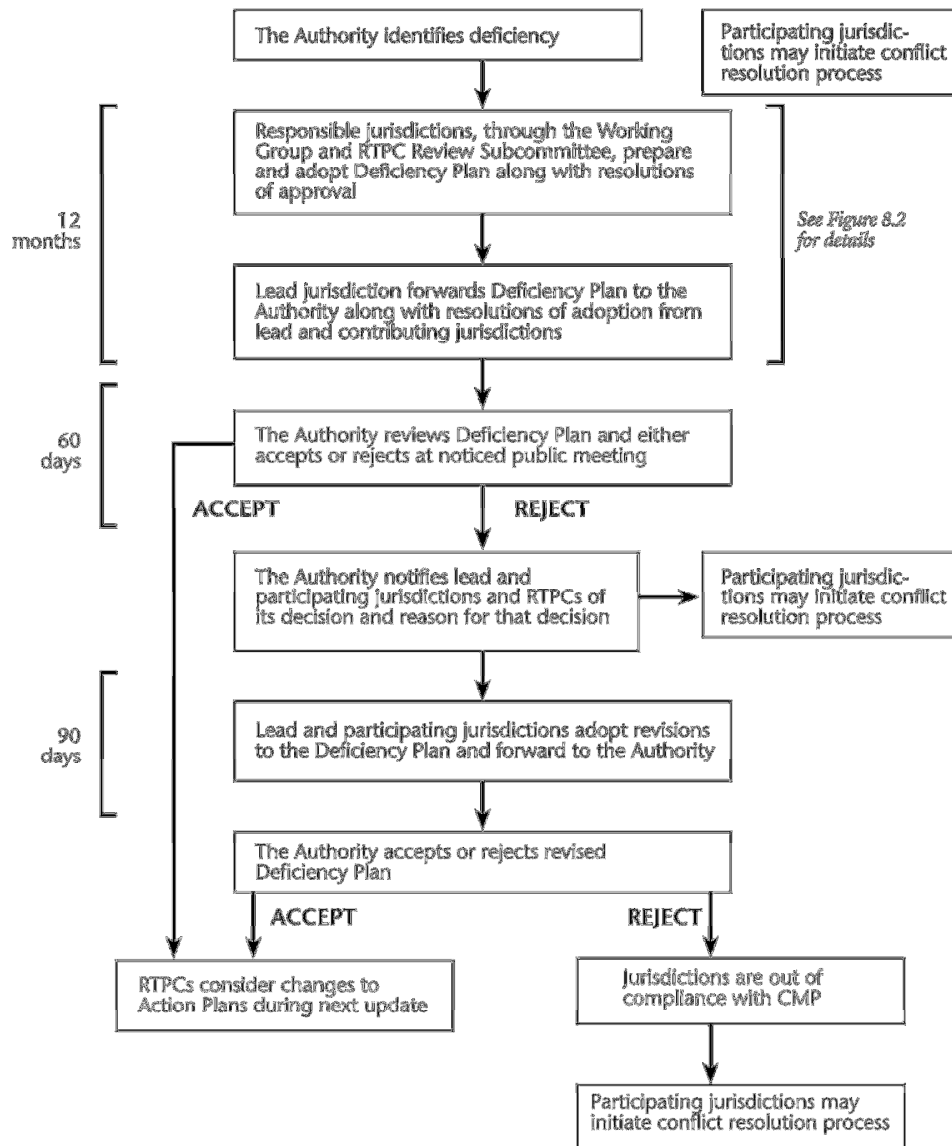


Figure 8.3
Process for Authority Review and Acceptance of Deficiency Plan

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Chapter 9

Local Compliance Requirements

One of the responsibilities of the Authority, as the county's designated CMA, is to monitor implementation of the CMP and conduct a biennial determination of local compliance with the program. Under State law, if a CMA finds that a jurisdiction is not in compliance with the CMP, and that jurisdiction does not come into compliance with the program within 90 days after receipt of notice of non-compliance, the State Controller will withhold apportionments of gas tax funds to that city or county. Furthermore, if the local jurisdiction remains out of compliance for 12 months, the gas tax funds will be allocated to the Authority for use in funding projects of regional significance in the CMP CIP or in an adopted Deficiency Plan. State law prohibits the expenditure of surface transportation program funds or congestion management and air quality funds for a project located in a jurisdiction that has been found to be out of compliance with the CMP, unless MTC finds that the project is of regional significance.

MTC is responsible for evaluating the consistency between all of the CMPs prepared by Bay Area CMAs, and the Regional Transportation Plan. MTC's responsibilities do not extend to examining or evaluating the conformity of individual localities; the CMAs alone have that obligation.

CHANGES FROM THE ~~2009~~2011 CMP

None.

9.1 Local Compliance with the CMP

The CMP legislation requires that the Authority “determine if the county and cities are conforming to the congestion management program” on at least three measures:

1. Consistency with level of service standards,
2. Adoption and implementation of a program to analyze the impacts of land use decisions, including the estimate of the costs associated with mitigating these impacts, and
3. Adoption and implementation of a deficiency plan when highway and roadway level of service standards are not maintained on portions of the designated system

The Authority monitors local conformance with these three aspects of the CMP through its existing monitoring activities. The Authority monitors whether the level of service standards are being achieved on the CMP network every other year. (Where the level of service standard is LOS E and the measured level of service is at LOS E or above, the Authority monitors intersections every year.) The results of this monitoring are disseminated to local jurisdictions. Where these standards are exceeded, the Authority prepares an “exclusions study.” If, after subtracting out allowed exclusions, the exceedance still persists, then the affected jurisdictions, including jurisdictions that contribute significantly to through traffic at the intersection must jointly prepare and implement a Deficiency Plan, as described in Chapter 8.

The Land Use Evaluation Program in Chapter 5 gives local jurisdictions two options to meet CMP requirements. The first is through the land use impact procedures established in the Measure J GMP, which includes required participation in local and regional mitigation programs. Compliance with that program is assessed in the GMP Compliance Checklist. If jurisdictions cannot meet that process, the Chapter 5 outlines a second land use evaluation program that allows jurisdictions to comply with the CMP even if they do not meet the GMP requirements.

The Authority will judge compliance with the Chapter 5 CMP requirements by following up with any jurisdiction that notes on its GMP Compliance Checklist that it did not comply with the GMP land use impact analysis process and was otherwise determined not to have done so. This follow-up will focus on whether the jurisdiction complied with the CMP land use analysis program.

The Authority will determine compliance with the requirement to adopt and implement a deficiency plan through monitoring of individual deficiency plans. To date, however, no deficiency plans have been required.

9.2 Relationship between Compliance with the CMP and the Measure J GMP

As noted elsewhere in this document, the Authority seeks to implement the State's CMP requirements by integrating them as much as possible with the Authority's pre existing GMP. Table 9.2-1 illustrates the similarity and overlap between the two programs and their requirements.

As outlined in Chapter 5, the enabling Joint Powers Agreement that established the Authority as the CMA for Contra Costa states that nonconformance with the GMP does not constitute nonconformance with the CMP, and vice versa. Accordingly, a finding of noncompliance with the GMP does not automatically translate into a similar finding of noncompliance with the CMP. (See Chapter 5 for the actual wording of that section of the JPA.)

Table 9.2-1 Comparison Of Compliance Requirements: CMP and GMP

Congestion Management Program	Measure J GMP	Formatted: Font: Bold
Checklist Submittal and Compliance Evaluation		Formatted: Font: Bold
Biennial	Biennial	
General Plan Growth Management Element		Formatted: Font: Bold
No parallel requirement.	Required of all localities.	
Traffic Level of Service Standards and Traffic Impact Studies		Formatted: Font: Bold
Traffic Impact Studies consistent with the Authority's Technical Procedures must be conducted as part of the CMP Land Use-Transportation Analysis program.	Traffic Impact Studies are required to help assess impacts of major development projects and General Plan Amendments on Action Plan MTSOs.	
Multimodal Transportation Service Objectives and Actions		Formatted: Font: Bold
CMP performance measures, which are built on Action Plan Multimodal Transportation Service Objectives, are not used directly in compliance evaluation. Actions from Regional Route Action Plans will reflect adopted Deficiency Plans.	Multimodal Transportation Service Objectives are not used directly in compliance evaluation. Local implementation of actions is required for compliance.	
Development Mitigation Programs: Local and Regional		Formatted: Font: Bold
No parallel requirement for a local mitigation program. The regional mitigation program provides one possible basis for estimating the costs of mitigating project impacts on the regional transportation system, as required by the CMP.	Local programs required for GMP compliance. The Authority also requires that all jurisdictions participate in a sub-regional program.	
Participation in Multi-jurisdictional Planning		Formatted: Font: Bold
No parallel requirement.	Required for GMP compliance.	
Five-Year Capital Improvement		Formatted: Font: Bold
No CMP compliance requirements relating to the CIP. A seven-year CMP CIP is adopted as part of the CMP, but is not adopted locally.	Required for GMP compliance. Local jurisdictions must adopt and annually update a five-year CIP.	
Housing Options and Job Opportunities		Formatted: Font: Bold
No specific requirement, although the land use-transportation evaluation program concerns itself with parallel issues.	Required for GMP compliance.	
Transportation Systems Management Program		Formatted: Font: Bold
Local adoption of a trip reduction and travel demand ordinance is no longer required for CMP compliance.	Required for GMP compliance.	

Table 9.2-1 Comparison Of Compliance Requirements: CMP and GMP

<i>Congestion Management Program</i>	<i>Measure J GMP</i>
Deficiency Plan Preparation, Adoption and Implementation	
Required for CMP compliance.	Deficiency Plans are to include identification of Action Plan amendments required to make the documents consistent.
Review of General Plan Amendments	
Required for CMP compliance (part of land use-transportation evaluation program) under Option 1. Not required under Option 2.	Required for GMP compliance.
Action Plan Updates	
Deficiency Plans may require changes to Action Plans.	Requires review and update of Action Plans in accordance with schedule established by RTPCs.

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Chapter 6

Transportation Demand Management Element

Transportation Demand Management (TDM) is one of the primary methods to increase the efficiency, effectiveness and sustainability of the current transportation infrastructure, while improving air quality and reducing traffic congestion. TDM places the emphasis on shifting demand, decreasing single occupancy auto use and increasing multi-modal, higher occupancy transportation. According to the U.S. DOT's State Transportation Statistics 2012, between 2006 and 2011 the number of vehicle miles traveled (VMT) on California Highways decreased from 327,478 (millions of miles) to 320,784 (millions) with an average of 8,512 VMT per capita. This is among the lowest in the country and below the national average of 9,455 VMT per capita. This was accomplished in spite of an increase in population of almost 2 million residents and an increase in vehicle registrations. Some of this can be attributed to higher use of alternatives such as transit, vanpools, carpools and other options.

Since 1992, Contra Costa County, through the four Regional Transportation Planning Committees (RTPCs), has been providing transportation alternatives, in accordance with the CMP legislation through to RTPC TDM programs. The programs have included countywide as well as local trip reduction programs and projects. These TDM elements relieve peak-period demand thus building capacity, lessening the economic impact of congestion on businesses, and improving the quality of life for residents. According to current CMP legislation, the TDM element includes:

- Transportation alternatives, such as carpools, vanpools, transit, bicycles, and walking;
- Increased use of park and ride lots; Access to School programs;;

- Strategies for reducing vehicle trips;;
- Outreach and education; and
- Incorporation of TDM tenets into the planning process.

The RTPCs have provided the foundation to the TDM element and CMP requirements through countywide efforts, such as the Transit Program, Vanpool Program, Carpool Program, and the Guaranteed Ride Home Program.

Currently branded as 511 Contra Costa, the RTPC TDM programs also support MTC and the BAAQMD's implementation of recent Federal, State and local legislation regarding employer-mandated pre-tax benefit program requirements as well as employer outreach programs and air quality and VMT- reduction programs.

These alternatives and improvements alone have been historically effective in reducing VMT and vehicle trips.. In addition, new and innovative programs have been implemented to meet public demand and to assist jurisdictions to meet GHG goals such as the Countywide Electric Vehicle Infrastructure Program, mobile applications, and real time ridesharing.

As with several other parts of the CMP, implementation of the CMP TDM requirement is being combined with implementation of the Authority's GMP. Both require local efforts to reduce vehicle trips, increase use of transportation modes other than the automobile, and increase average vehicle occupancy. The TDM Element of the CMP relies on three basic strategies:

- Locally-based and countywide TDM programs;
- Efforts to increase the incorporation of TDM fundamentals in the planning process, , land use and site design;
- A variety of implementing programs including complete streets, bicycle infrastructure, parking management programs; and Change in land use patterns and site design.

In addition to these three components, the CIP contains a number of projects that will also help meet the goals. Some examples of these projects include:

- Expansion of the Richmond Parkway Transit Center at I-80;
- Completion of the Martinez Intermodal Facility at the AMTRAK station;
- Construction of carpool lots and bus centers in Lamorinda and Hercules; and
- First mile-last mile projects.
- Expansion of the Park and Ride lot system.

The CIP also includes the further phases of improvements by AC Transit in the heavily-used San Pablo Avenue Corridor.

CHANGES FROM THE 2011 CMP

The section has been updated to include references to Complete Streets requirements under OBAG and the adoption of Priority Development Areas (PDAs) and Priority Conservation Areas (PCAs) by local jurisdictions as part of the SCS.

6.1 Transportation Demand Management (TDM) Update

To comply with the Measure J GMP, each jurisdiction in the county amended its TDM Ordinance or Resolution in 1997 to be in compliance with the Authority's model ordinance. The model TDM Ordinance/Resolution is being revised as part of the updated Countywide Transportation Plan, and jurisdictions will need to adopt the revised TDM Ordinances/Resolutions in order to comply with the GMP. The TDM Ordinances/Resolutions emphasize the following policy provisions:

- Update previous TDM Ordinances to comply with more recent Federal, State, Regional and local TDM and employer-based pre-tax benefit legislation; and
- Establish a policy of participation with other jurisdictions and/or the RTPCs in proactive efforts, programs, and/or projects aimed at achieving the TDM trip reduction, vehicle miles traveled reduction and air quality goals set forth in the subarea Action Plans, the Countywide Comprehensive Transportation Plan, the Measure J Strategic Plan, the CMP and the Bay Area Clean Air Plan; and
- Incorporate these TDM goals and fundamental elements into the jurisdiction's land use review and planning process.

These TDM requirements are being carried forward by Measure J. The revised model TDM ordinance and resolution document is included in Appendix G.

6.2 TDM Programs and Services

For more than two decades, Contra Costa County RTPCs have been providing comprehensive TDM programs and services. As discussed, the foundation of the TDM element is provided through carpool, vanpool and transit incentive programs supported by a Guaranteed Ride Home program. These programs support businesses and residents alike and provide economic viability, quality of life and sustainability to the region.

In addition to the fundamentals, many additional programs and services are provided to meet the demands of a growing population and fewer infrastructure improvements. Access to school, **bicycle and pedestrian infrastructure, electric vehicle infrastructure and emergency preparedness planning have become vital components of the services offered.**

ACCESS TO SCHOOL PROGRAMS

While TDM programs have historically focused on reducing work commuting, access to school programs have also been effective in reducing peak-period demand. Programs which promote student walking, bicycling, and using public transit in lieu of district-sponsored bus systems all follow TDM tenets. Additionally, programs encouraging parents to share student carpooling and those enabling walking, such as Safe Routes to School, provide greater access while decreasing peak demand in and around schools, which improves air quality, increases safety and reduces traffic congestion. Jurisdictions have implemented multiple programs to meet requirements.

Examples of TDM Access to School programs include:

- The Lamorinda jurisdictions (Lafayette, Moraga, and Orinda) and the San Ramon Valley jurisdictions (San Ramon and Danville), which have established school busing programs to reduce peak hour vehicle trips in their communities. These jurisdictions are using a combination of Measure J funds and parent fees to fund these programs. The Lamorinda School Bus provides more general home-to-school service while the San Ramon Valley program, *Traffix*, provides more focused service to schools where roadway congestion near the schools is significant.
 - There are currently Street Smarts school-based bicycle and pedestrian safety programs throughout the County. These include similarly-branded Street Smarts programs for elementary, middle and high schools. The objective is to provide bicycle and pedestrian safety training to promote biking and walking to schools, and as life-skills for those students who are unable to bike or walk to school. These programs have proven to be effective in reducing the number of parents driving children to school.
 - Central, East and South County's RTPC TDM program which provides transit incentives to encourage students to take the public buses to school when no local yellow school bus program is available. These programs have proven successful, with more students accessing schools through public transit. With Measure J funds, West County has also developed a public bus incentive program offering free transit access for children eligible through the subsidized school lunch program.
 - Jurisdictions are also working to carry out improved bicycle and walking access to neighborhood schools. This effort is more focused under Measure J, which calls on new projects to incorporate pedestrian, bicycle, and transit access into their design.
 - Safe Routes to School Programs which include site-improvements at schools, infrastructure, bicycle parking facilities and other access improvements are also implemented at schools through the use of local City and County funds, Federal SR2S funds, Regional MTC funds, Bay Area Air Quality Management District funds.
- Bicycle parking infrastructure, storage, lockers, electronic lockers and racks;
 - Bicycle parking stations, both permanent and event-based;

- Bicycle and pedestrian access improvements and planning;
- Safety training programs for both the general public and schools; and
- Safety training for bicycling to work.

Over the years the RTPC TDM Programs have implemented and installed all of the bicycle-support programs and projects listed above, at locations throughout the County including employment sites, schools and many downtown business districts. Hundreds of racks and lockers have been installed, increasing the parking capacity for thousands of additional bicycles.

In addition to bicycle parking infrastructure, bicycle programs have also been successfully developed and implemented. These include First/Last Mile Bicycle Safety programs linking worksites to transit, development of the Bike Mapper iPhone application, Evening on the Trails, and the increasingly popular Bike to Work Day. The use of bicycles as a means of commuting and linking trips with transit is increasing based on the growing demand for bicycle infrastructure, as evidenced by Complete Streets legislation and increased demand for additional bicycle parking infrastructure.

BICYCLE AND PEDESTRIAN PROGRAMS

Bicycling and pedestrian programs have increased in the last decade due to public demand and focused funding creating the need for countywide planning. In 2003, the Countywide Bicycle and Pedestrian Plan that outlines policies and actions for improving the environment for bicyclists and pedestrians within Contra Costa was adopted by the Authority. An update to that plan was adopted in October 2009. The update refined the vision, goals and policies and outlined the approach to programming Measure J Pedestrian, Bicycle and Trails facilities, among other changes.

Among the programs provided are:

- Bicycle parking infrastructure, both electronic lockers and racks;
- Bicycle parking stations, both permanent and event-based;
- Bicycle and pedestrian access improvements and planning;
- Safety training programs for both the general public and schools; and
- Safety training for bicycling to work.

ELECTRIC VEHICLE INFRASTRUCTURE PROGRAM

As electric vehicles become more common place, it's important to note that electric vehicle use should be encouraged and promoted in conjunction with typical TDM methods to help improve air quality.

In response to the passage of AB 32 and SB 375, in 2011 a pilot program was introduced and funded by the 511 Contra Costa TDM Program called the Countywide Electric Vehicle Infrastructure Program. It encouraged jurisdictions to install electric vehicle charging stations at locations available to the public. Since that time with additional funding available through the BAAQMD and other sources, over half of the Contra Costa jurisdictions have installed charging stations and the public demand is continuing to increase. According to the US DOT, California has more than 16% of all the electric charging stations in the country and a comparable percentage of electric vehicles, which warrants this attention to electric vehicle infrastructure.

EMERGENCY PREPAREDNESS PROGRAMS

Historically, the TDM programs have responded immediately when emergencies happen. Examples include: closure of I-80 due to a landslide, closure of the freeway near the McArthur Maze due to road closure, transit strikes, etc. Due to the flexibility and responsiveness of the TDM incentive programs, the use of and access to social media outlets, and the maintenance of an extensive employer database, partnerships with other agencies and private companies, the RTPC TDM Programs (511 Contra Costa) are able to respond with immediate outreach and effectiveness in the event of an emergency. 6.3

TDM and Land Use Planning

Current land development practice tends to increase the need for and encourage the use of an automobile. In Contra Costa County, ____% of all trips are made by car, typically a driver traveling alone. In order to decrease the need and use of cars, incorporation of TDM fundamentals into the entire planning process is vital. Including. A greater mix of land uses, such as transit-oriented development (TOD) is one strategy which makes transit, walking and bicycling more accessible. Parking demand management is another cost-effective method.

In addition to these strategies, four techniques in land use planning and site design can encourage a more multi-modal and transportation-efficient pattern of land uses:

- Concentrating development within biking/walking distance of transit stations lines;
- Mixing a greater number of uses within a single development;
- Making the transportation network friendlier for pedestrians, bicyclists and transit riders; and

- Increasing the number of connections within and between developments.

Concentrate Development Around Transit Corridors Shifting trips from the private automobile to transit would remove a significant number of vehicles from the regional transportation system. To do this, transit must be made more convenient for potential riders. One way to do this is to increase the number of potential riders close to bus stops and rail transit stations. To be successful, both ends of the trips must be convenient to the riders.

Mixed-Use Developments In addition to shifting trips from the private automobile, land use changes can reduce the number of vehicle trips made by bringing different uses closer together. Where jobs are close to restaurants, banks, shopping and other services, workers will not need to drive to lunch, shop or run errands. Likewise, if homes are closer to shopping, schools and recreation, residents may be able to walk—instead of driving—to these destinations. The specific mix of uses will depend on the character of each area and the role that it will play in the city's life. Transit- and pedestrian-supportive shopping districts would have a different mix of uses than an employment center, which would in turn differ from a more residential area.

Pedestrian- and Bicycle-Friendly Design Even if uses are brought close together, people may still drive if walking or bicycling is not perceived to be easy, safe or comfortable. In addition to having a mix of uses that allows short, linked trips, the design of streets must consider the needs of walkers and bicyclists. Pedestrian amenities could include new or expanded sidewalks, separating these sidewalks from traffic with parking, locating storefronts close to sidewalks and encouraging multiple, closely spaced building entrances. Bicyclists must also feel safe and welcomed in these areas with efforts made to slow traffic, add clearly marked bike lanes and provide parking for both bicycles and cars. This type of design would not ban automobiles but would try instead to balance the needs of pedestrians, bicyclists and transit riders with those of drivers.

Increase Street Connections Most contemporary subdivision and employment center design limits connections among adjacent areas except along arterial streets. This reliance on arterial streets limits pedestrian access between adjoining uses and can lead to greater congestion on those arterial streets. Transit-supportive or pedestrian friendly development design would create a greater number of connections among the uses it contains. By creating a greater number of links, automobile traffic would be spread over a larger area, thus diluting its impact. To counteract the increase in traffic on local streets, streets should be designed to slow traffic through narrower pavement widths, on-street parking and a greater sense of enclosure with streets trees and buildings located closer to the street.

PARKING DEMAND MANAGEMENT PROGRAMS

Parking management programs also provide an important way of reducing trips and achieving TDM goals. A parking management program combines the basics of land use management and TDM elements to potentially increase the amount of land available while making use more

efficient. This improves traffic flow, use of alternative transportation modes, reduces congestion from circling, and encourages further economic development.

Parking cash-out programs, shared-use parking programs, electronic parking management systems and reduced parking requirements are key components of a robust parking management program. The CMP legislation requires consideration of parking cash-out programs. A parking cash-out program is defined as an employer funded program under which an employer offers to provide a cash allowance to an employee equivalent to the parking cost that the employer would otherwise pay to provide the employee with a parking space.

One cost effective element of shared-use parking is leased park and ride spaces at movie theaters, churches and other locations where peak demand is opposite that of peak commuting demand. Signs clearly identifying the hours of park and ride availability and restrictions of use are typical. This is particularly important for vanpool programs where riders meet and park their private vehicles on a daily basis.

In addition to shared parking programs, jurisdictions could investigate reduced parking requirements generally. A local survey could identify and lead to reduced parking requirements for some uses or a rate that varies based on the size of the building or firm occupying the building. (A firm subject to the State parking cash-out requirement, for example—that is, one that has over 50 employees—may need fewer parking spaces.). Also, jurisdictions could adjust the pricing of on-street parking spaces based on demand (much like the pricing of high occupancy toll lanes) where the higher the demand, the higher the cost and vice versa. Over time, this congestion pricing method decreases the practice of drivers circling the area looking for cheaper parking during the most congested timeframe.

Making these changes in land use patterns and site design will require local jurisdictions to look at opportunities for redevelopment and infill as well as new development. Existing transit corridors are located to serve existing development, thus making redevelopment the most likely method for carrying out these changes. Redevelopment and infill is a much more difficult process that requires greater consideration of existing uses than new development would. Local jurisdictions need to evaluate realistically their opportunities for transit-supportive development. In addition, since commuters frequently live in one city and work in another, transit-supportive development in one jurisdiction must be coordinated with similar development in other jurisdictions to be successful.

Within the Bay Area, MTC and ABAG have prepared guidebooks for incorporating these concepts into local plans and programs.

6.4 TDM and Housing and Jobs Planning

Efforts to improve jobs-housing relationships are to be undertaken through work on the Action Plans for Routes of Regional Significance and through local planning activities. These activities include the use of General Plans and zoning and subdivision ordinances, as well as economic development and housing affordability programs. The Authority encourages and is willing to assist local jurisdictions to improve jobs-housing balance in order to reduce the impacts of long-distance commuting. The Authority is facilitating consideration of jobs-housing balance at the local, sub-regional and countywide level through the Action Plan process. Opportunities for local governments to address jobs-housing relationships have been addressed in the 2010 update of the Measure J Growth Implementation Guide.

NO EDITS HAVE BEEN MADE IN SECTION 6.5

6.5 Regional Programs to Support Improved Land Use and Transportation Connection

MTC'S TRANSPORTATION FOR LIVABLE COMMUNITIES & HOUSING INCENTIVE PROGRAMS

Since 1998, MTC has offered funding for projects that foster the creation of livable communities. These types of development include those that support multimodal transit, provide jobs or housing near existing town centers, and enhance pedestrian and bicycle access to transit hubs, activity centers, and neighborhood commercial districts. MTC provides technical assistance and capital grants to support projects fitting this description. The goal of the program is to support vibrant downtown areas along with commercial centers and neighborhoods that provide a range of transit options and enhanced connectivity.

MTC'S TOD POLICY FOR REGIONAL TRANSIT PROJECTS

As part of its Regional Transit Expansion Program of Projects set out in Resolution 3434, MTC established a policy on transit-oriented developments (TOD) associated with the development of those transit expansion projects. This policy has three elements:

- Planning for minimum levels of residential development around transit stations in new transit corridors;
- Local station area plans that address future land use changes, station access needs, circulation improvements, pedestrian-friendly design, and other components of transit-friendly design; and
- Corridor working groups of key stakeholders to support the transit project development process

In Contra Costa, the TOD policy applies to eBART and the second phase of the Water Transit Authority's expanded ferry service program. For the eBART project, which is considered

“commuter rail” in the policy, the corridor (including the existing end-of-the-line station) must plan to an average of 2,200 housing units per station. Jurisdictions with proposed new ferry service would need to provide a minimum of 750 housing units near the ferry station.

The Authority is working with local jurisdictions, BART, Tri Delta Transit and other stakeholders on the development of the eBART project as part of that corridor working group and on the development of the station area plans needed in the corridor. In addition, the Authority is using Measure C and Measure J funds to support both the station area planning and planning for the project itself. The Authority will be involved in similar processes needed to begin ferry service in the county.

TABLE 6.5.1 Resolution 3434 Transit Extension Projects Subject to Corridor Thresholds

Project	Sponsor	Type	Threshold met with current development?	Meets TOD Policy (with current + new development as planned)?
BART East Contra Costa Rail Extension (eBART)	BART/CCTA	Commuter Rail		
a) Phase 1 Pittsburg to Antioch			No	Yes
b) Future phases			No	No

SAN FRANCISCO BAY AREA FOCUS PROGRAM

The FOCUS program was an effort developed in 2002 through the collaboration of a number of regional agencies, local governments, and community groups in the San Francisco Bay Area. The goal of the FOCUS program is to address housing and traffic problems facing the area while developing solutions that will improve the quality of life in the Bay Area. Through the program, local jurisdictions are collaborating to identify areas that can best accommodate future growth and identifying these sites as Priority Development Areas. Other sites not suitable for development are identified as Conservation Areas. Each participating jurisdiction can nominate areas that it would like to receive either designation, and these designations may be coordinated with other planning efforts developed under the CMP. Jurisdictions with designated areas may be eligible for a number of financial incentives in the future.

Priority Development Areas (PDAs)

One of the most important components of the SCS is identification of the location of housing and jobs over the next 25 years. PDAs are locally-identified, infill development opportunity areas within existing communities. They are generally areas of at least 100 acres where there is local commitment to developing more housing along with amenities and services to meet the day-to-day needs of residents in a pedestrian-friendly environment served by transit. To be eligible to become a PDA, an area had to be within an existing community, near existing or planned fixed transit or served by comparable bus service, and planned for more housing.

Since ABAG began the PDA program under FOCUS and continuing into the SCS process, some 36 sites have been identified in Contra Costa as PDAs. In order to assist in making these PDAs a reality, MTC has established the One Bay Area Grants (OBAG) program. Jurisdictions with a PDA may apply for grant funding under OBAG for site planning, infrastructure construction, economic feasibility studies and other forms of assistance. Under OBAG, at least 70% of the grant funds must be spent within, or in proximate access to the PDA. The Authority has developed a PDA Investment and Growth Strategy that describes how the transportation funding available through the OBAG program will be prioritized and allocated within the County. A full listing of Contra Costa PDAs is found in Table 6.5.2.

TABLE 6.5.2 Contra Costa County Priority Development Areas

<i>Sponsoring Jurisdiction/Agency</i>	<i>Name</i>	<i>Place Type</i>	<i>Size (gross acres)</i>
Antioch	Hillcrest eBART Station	Suburban Center	382
Antioch	Rivertown Waterfront	Transit Town Center	474
Concord	Community Reuse Area	Regional Center	1,066
Concord	Community Reuse Area	Transit Neighborhood	1,606
Concord	Downtown	City Center	486
Contra Costa County	North Richmond	Transit Neighborhood	1,126
Contra Costa County	Downtown El Sobrante	Mixed-Use Corridor	171
Contra Costa County	Contra Costa Centre	Mix-Use Corridor	100
Contra Costa County	Pittsburg/Bay Point BART Station	Transit Neighborhood	409
Danville	Downtown Danville	Transit Town Center	546
El Cerrito	San Pablo Avenue Corridor	Mixed-Use Corridor	430
Hercules	Central Hercules	Transit Neighborhood	252
Hercules	Waterfront District	Transit Town Center	244
Lafayette	Downtown	Transit Town Center	304
Martinez	Downtown	Transit Neighborhood	191
Moraga	Moraga Center	Transit Town Center	180
Oakley	Downtown	Transit Town Center	146
Oakley	Employment Focus Area	Suburban Center	758
Oakley	Potential Planning Area	Transit Neighborhood	232
Orinda	Downtown	Transit Town Center	155
Pinole	Appian Way Corridor	Transit Town Center	141
Pinole	Old Town	Suburban Center	240
Pittsburg	Downtown	Transit Neighborhood	435
Pittsburg	Railroad Avenue eBART Station	Transit Town Center	1,071
Pleasant Hill	Buskirk Avenue Corridor	Mix-Use Corridor	320
Pleasant Hill	Diablo Valley College	Transit Neighborhood	58
Richmond	Central Richmond & 23rd Street Corridor	Mixed-Use Corridor	825
Richmond	South Richmond	Transit Neighborhood	1,422
San Pablo	San Pablo Avenue & 23rd Street	Mixed-Use Corridor	284
San Pablo	Rumrill Boulevard	Employment Center	55
San Ramon	City Center	Suburban Center	456

San Ramon	North Camino Ramon	Transit Town Center	302
Walnut Creek	West Downtown	Suburban Center	232
WCCTAC	San Pablo Avenue Corridor	Mixed-Use Corridor	635

Priority Conservation Areas (PCAs)

Priority conservation areas are areas of regional significance that have broad community support and an urgent need for protection. These areas provide important agricultural, natural resource, historical, scenic, cultural, recreational, and/or ecological values and ecosystem functions.

The purpose of designating priority conservation areas through the FOCUS Program and SCS process is to accelerate protection of key natural lands in the San Francisco Bay Area through purchase or conservation easements within the next few years. Conservation will be promoted through regional designation by:

- Coordinating conservation efforts within a regional framework of near-term priorities
- Providing a strong platform on which to leverage public and private resources
- Building upon prior and existing land protection efforts and investments; and
- Providing opportunities for forging new partnerships

In the fall of 2007, local governments, public agencies, and nonprofit organizations nominated over 100 areas for consideration as Priority Conservation Areas. Nominations were reviewed by staff, a review panel, regional committees, and local governments. Recommendations were based on the three nomination criteria: level of consensus, regional significance, and urgency for protection. The ABAG Board adopted a set of Priority Conservation Areas on July 17, 2008. Table 6.5.3 lists the approved PCAs in Contra Costa.

TABLE 6.5.3 Contra Costa County Priority Conservation Areas

<i>Lead Nominating Agency</i>	<i>Name</i>	<i>Acres</i>
City of Hercules	Central Hercules and Waterfront District	142
City of San Ramon	Big Canyon Preserve	8
Town of Moraga	MOSO and NON-MOSO Open Space	2,297
City of Walnut Creek	Acalanes Ridge Open Space	24
East Bay Municipal Utility District	Indian Valley	707
City of Lafayette	Burton Ridge	549
City of Lafayette	Lafayette Ridge	1,370

Contra Costa County	Contra Costa County Agricultural Core	11,434
Contra Costa County	East Contra Costa County Habitat Conservation Plan/Natural Community Conservation Plan	41,232
East Bay Regional Park District	Point Edith Wetlands Area	3,551
East Bay Regional Park District	Delta Recreation Area	12,623
East Bay Regional Park District	Potential Pinole Watershed Area	2,753
East Bay Regional Park District	San Francisco Bay Trail - Bay Area Ridge Trail	42
East Bay Regional Park District	East Bay Regional Parks District, Regional Trails System Gaps	708

CALIFORNIA SUSTAINABLE COMMUNITIES AND CLIMATE PROTECTION ACT OF 2008 (SB 375)

SB 375 establishes new local and regional coordination expectations to help achieve the greenhouse gas (GHG) reduction targets of AB 32, the State's global warming legislation. SB 375 uses four different approaches to achieve its goals:

- New State guidelines for regional transportation demand models;
- Regional Sustainable Communities Strategies (SCS);
- New links between Regional Housing Needs Assessments and RTPs; and
- Exemption of certain kinds of projects from CEQA analysis.

Guidelines for Transportation Demand Models

Under SB 375, transportation demand models used to prepare RTPs must account for:

- The statistically-based relationship between density, vehicle ownership and vehicle miles traveled;
- The effect of enhanced transit service on vehicle ownership and vehicle miles traveled;
- The effect of highway or passenger rail expansion on changes in transportation and land development;
- The allocation of trips between automobile, transit, carpools, and bicycling and walking; and
- Speed, frequency, days, and hours of operation of transit service.

The Sustainable Communities Strategy (SCS) and Alternative Planning Strategy (APS)

Under SB 375, MPOs such as MTC must adopt a Sustainable Communities Strategy (SCS) as part of their RTPs. The SCS must identify an integrated system of land use and transportation

that together work to meet the greenhouse gas emission reduction targets approved by CARB. This pattern of land uses and transportation facilities must also provide sufficient development potential to house the existing and future population over the next eight and 20 years and serve the transportation needs of the region. In the Bay Area, the SCS is developed in conjunction with ABAG. MTC's RTP update for 2013 will be the first plan for the Bay Area region to contain an SCS under SB 375.

If the SCS were to fall short of these greenhouse gas targets, regional agencies must develop an "alternative planning strategy" (APS) that meets the targets. The APS can include bolder ideas that may require additional funds or changes in law. CARB can only approve or reject the SCS and APS. If rejected, MTC must revise the strategies until CARB agrees that at least the APS would reach the GHG reduction targets.

Housing Needs and CEQA Exemptions

SB 375 requires that the allocations of regional housing needs that ABAG prepares must be consistent with the development pattern adopted in the SCS and the schedule of the RTP process. Local governments will now need to update their housing elements within three years of the adoption of the SCS to be consistent with ABAG housing needs allocations. SB 375 also exempts housing and mixed-use projects that meet specified criteria — such as proximity to transit — from some of the requirements of the California Environmental Quality Act (CEQA).

Role of the Authority

Regional agencies, as part of their required public participation program, must consult with CMAs, such as the Authority, about the SCS or (if necessary) the APS. The Authority intends to work wherever possible with the other CMAs and MTC, ABAG and the other regional agencies that make up the JPC to create an SCS (and APS, if necessary) that works for both Contra Costa and the region.

As part of the implementation of its CTP, the Authority has worked extensively with regional agencies and other CMAs to develop a SCS that meets the requirements of SB 375 and recognizes the decisions embodied in Measure J.

Sustainability Study

A result of the 2009 Countywide Plan was the Authority's initiation of a study of how to best achieve overall goals of sustainability and smart growth through coordination of land use and transportation decisions. This study will look at questions of sustainability, GHG emissions reductions, and smart growth and how the Authority might address them within the context of Measure J. This study will also consider issues such as congestion pricing and emerging trends (such as alternative fuels and telework), and how the Authority might respond. The Authority will incorporate the policies that result from both of these tasks into later CMPs, as appropriate, as well as other Authority plans (e.g., the CTP), programs (e.g. the CMP and GMP) and processes (e.g. project review).

SCS Guiding Principles

In anticipation of the SCS process, the Authority in January 2010, developed a set of principles in order to support collaborative decision-making in working towards a feasible SCS that meets the GhG reduction targets, while supporting the Authority's mission, vision, and core values:

Forge a Positive Relationship with the Regional Agencies. At both the elected official and staff level, the Authority intends to work with the regional agencies to support development of an SCS by facilitating a dialogue between the regional agencies and local jurisdictions regarding land use plans in Contra Costa.

Consensus-Based Planning. The Authority will seek to achieve an SCS as it applies to Contra Costa that reflects agreement between local jurisdictions and the regional agencies regarding land use assumptions, along with a Contra Costa-based plan for supportive transportation investments.

Consideration of General Plans. The long-range (2040) vision for the SCS will specify where new growth is to occur. This vision may conflict with currently adopted General Plans. Local jurisdictions that are in agreement with the land use assumptions in the SCS would undertake subsequent General Plan Amendments to reflect the agreed-upon SCS, and such action may take place subsequent to adoption of the 2013 RTP. Local jurisdictions that are not in agreement with the proposed land use assumptions in the SCS will be given the opportunity to work at the subregional level in collaboration with the regional agencies to develop an alternative land use proposal that contributes towards achievement of the Bay Area's GHG emissions target. Where mutual agreement on the proposed SCS is not achieved, the role of the Authority will be to acknowledge the conflict and to identify other factors or impacts that may be relevant for the protection of the environment, furtherance of GHG goals by alternative means, or the sustainability of a local jurisdiction.

Local Control of General Plans and Zoning Maps. Each local jurisdiction shall retain full control of local general plans and zoning within its municipal boundary.

Ensure the Participation of all Local Jurisdictions and Partner Agencies. Beyond a focus on the priority development areas (PDAs) as the core of the SCS, efforts will also be made to ensure that all cities and towns can successfully participate in the process, so that their land use and transportation needs can also be addressed. Furthermore, the Authority welcomes and encourages participation by other agencies, such as the transit operators.

Facilitative Role. Working in partnership with local jurisdictions and the regional agencies, the Authority, as a transportation agency, should play a facilitative role by providing resources, information and policy insights to cities, towns and Contra Costa County, while recognizing that local jurisdictions have sole discretion with respect to land use

decisions. A working group of Contra Costa planning directors will be established to monitor the development of the SCS and any issues raised during that process.

Urban Limit Line. The SCS needs to respect the Measure J mandated Urban Limit Line (ULL) for Contra Costa, which represents an agreed upon “urban growth boundary,” and shall direct all urban development to areas within the ULL.

Sustainable Transit. Ensure that the SCS includes feasible transit service that is adequately funded to provide reliable and convenient service for Contra Costa, while encouraging walking and bicycling.

Rural Sustainability Component. Recognizing SB 375’s overall goal of achieving more focused growth, the SCS also needs to consider transportation investments for the safety and preservation of roads serving farm to market and interconnectivity transportation needs.

Public Health. The Authority recognizes that there are multiple public health benefits to transportation policies that both reduce GHG emissions and increase mode share of walking, cycling, and transit, and will consider these health co-benefits in planning decisions.

Reflect Contra Costa’s Continuing Commitment to Growth Management and Resource

Conservation. Development of the SCS shall incorporate Contra Costa’s existing efforts and programs that would help reduce GHG emissions. These include the Measure J Growth Management Program (GMP), the establishment of PDAs and PCAs, and the East Contra Costa Habitat Conservancy. The GMP, in particular, has much in common with the objectives of the SCS, including the ULL provision noted above, local jurisdiction compliance with State Housing and Community Development (HCD) Department requirements, 511 Contra Costa Clean Fuel Infrastructure and transportation demand management programs funded by Measures C and J, and a general plan amendment (GPA) review process to address the impacts of growth and promote appropriate mitigation.

Shaping Our Future. Continue the collaborative process that began with Shaping Our Future, where Contra Costa jurisdictions collectively developed the Shaping Our Future land use plan, and which provided a springboard to the PDAs and PCAs that are now being incorporated into the SCS and which has significant transportation benefits.

Common Voice. The Authority in collaboration with the cities, towns and Contra Costa County should provide a unified voice and advocate for all Contra Costa jurisdictions in working work with the regional agencies and adjacent CMAs.

Final SCS. The Authority will support the final SCS provided it is consistent with each local jurisdiction’s mission, vision and sustainability goals.

The Authority views these principles as a “living” document, and from time-to-time may update or revise the list in order to make course corrections in order to better facilitate a collaborative SCS development effort.

The JPC on Role of CMAs in Implementation of SB 375

According to the JPC’s Policies for the Bay Area’s Implementation of Senate Bill 375 (adopted September 18, 2009), CMAs will be involved in many components of SB 375 implementation:

Refining the Models “The Bay Area regional agencies will continue to work together with local partners and regional stakeholders to construct an integrated modeling system which, to the extent possible within the available time and resources, achieves these essential qualities...[including] Uniformity—Full involvement of the **CMAs** and others who engage in complementary modeling activities to facilitate commonality and compatibility among models and a consistent modeling system which extends beyond the regional agencies.” (from Policy 2)

Developing the Sustainable Communities Strategy “The Bay Area regional agencies are committed to achieving the region’s GHG-reduction targets through the SCS and will prepare an APS only as a last resort. To assist in the preparation of a realistic and attainable SCS, the regional agencies will: Partner with **CMAs**, transit agencies, local governments, and other relevant stakeholders to cooperatively prepare an SCS, beginning no later than the end of 2009... Continue to seek planning resources so that our local-government and **CMA partners** can share leadership roles with the regional agencies in the SCS process and undertake related planning activities...” (from Policy 3)

Coordinating with Regional Plans “The SCS, RTP and RHNA will be developed together through a single and integrated cross agency work program, developed and implemented in partnership with the other regional agencies, **congestion management agencies**, local governments, and non-governmental organizations which have a stake in the work and its outcomes.” (From Policy 5)

Responding to Regional Agency Policies “Starting immediately, and consistent with the JPC’s role as defined in state law, all significant regional-agency policy documents affecting the location and intensity of development or the location and capacity of transportation infrastructure will be vetted through the JPC and evaluated against the filter of the emerging SCS. As with all regional-agency policies affecting local land-use discretion or local-level transportation investments, the policy documents will be developed in partnership with the applicable local governments, **congestion management** and transit agencies and with the participation of other interested stakeholders.” (from Policy 7)



UPDATING THE CENTRAL COUNTY ACTION PLAN FOR ROUTES OF REGIONAL SIGNIFICANCE

Presentation to
TRANSPAC Board

By:
Deborah Dagang



In Association With:
DKS Associates
Fehr & Peers
Dyett & Bhatia
Eisen | Letunic

October 10, 2013

Agenda

- ▶ Updated Action Plan Schedule
- ▶ 2013 MTSO Monitoring Results
- ▶ 2014 Action Plan MTSO values:TAC Recommendation
- ▶ Next Steps

Updated Action Plan Schedule

- ▶ RTPC Approval of Draft Action Plan - January 2014
 - ▶ Draft Action Plan:TRANSPAC TAC Recommendation - November 21, 2013
 - ▶ Draft Action Plan:TRANSPAC Board Approval – December 12, 2013
- ▶ Countywide Transportation Plan – October 2014
- ▶ Final RTPC Adoption of Action Plans – December 2014

MTSO Monitoring Results for 2013 and 2040 Forecasts

- ▶ Freeways
 - ▶ Delay Index
 - ▶ Average Speed
- ▶ Arterials
 - ▶ Intersection LOS
 - ▶ Intersection V/C Ratio
 - ▶ Average Speed
 - ▶ Intersection Signal Cycle Delay

SR-4 Freeway Analysis

Freeway Analysis for 2013 & 2040 Conditions – AM Peak Hour

Direction	Free Flow Speed (mph)	MTSO		Observed		2040 Forecast	
		Speed (mph)	Delay Index	Speed (mph)	Delay Index	Speed (mph)	Delay Index
EB	65	13	5	62	1.0	60.8	1.1
WB	65	13	5	52	1.2	37.7	1.7

Freeway Analysis for 2013 & 2040 Conditions – PM Peak Hour

Direction	Free Flow Speed (mph)	MTSO		Observed		2040 Forecast	
		Speed (mph)	Delay Index	Speed (mph)	Delay Index	Speed (mph)	Delay Index
EB	65	13	5	46	1.4	42.5	1.5
WB	65	13	5	65	1.0	62.6	1.0

I-680 Freeway Analysis

Freeway Analysis for 2013 & 2040 Conditions – AM Peak Hour

Direction	Free Flow Speed (mph)	MTSO		Observed		2040 Forecast	
		Speed (mph)	Delay Index	Speed (mph)	Delay Index	Speed (mph)	Delay Index
NB	65	16	4	46	1.4	44.4	1.5
SB	65	16	4	40	1.6	39.4	1.6

Freeway Analysis for 2013 & 2040 Conditions – PM Peak Hour

Direction	Free Flow Speed (mph)	MTSO		Observed		2040 Forecast	
		Speed (mph)	Delay Index	Speed (mph)	Delay Index	Speed (mph)	Delay Index
NB	65	16	4	44	1.5	42.2	1.5
SB	65	16	4	56	1.2	48.2	1.3

SR-242 Freeway Analysis

Freeway Analysis for 2013 & 2040 Conditions – AM Peak Hour

Direction	Free Flow Speed (mph)	MTSO		Observed		2040 Forecast	
		Speed (mph)	Delay Index	Speed (mph)	Delay Index	Speed (mph)	Delay Index
NB	65	22	3	50	1.3	46.0	1.4
SB	65	22	3	48	1.4	28.8	2.3

Freeway Analysis for 2013 & 2040 Conditions – PM Peak Hour

Direction	Free Flow Speed (mph)	MTSO		Observed		2040 Forecast	
		Speed (mph)	Delay Index	Speed (mph)	Delay Index	Speed (mph)	Delay Index
NB	65	22	3	53	1.3	47.6	1.4
SB	65	22	3	49	1.3	40.9	1.6

MTSO Monitoring Results

Intersection Analysis: Level of Service

Primary Street	Secondary Street	MTSO LOS	2013		2040 Optimized	
			AM Peak	PM Peak	AM Peak	PM Peak
			LOS	LOS	LOS	LOS
Treat Blvd	North Main Rd	F	E	E	E	F
Treat Blvd	Bancroft Rd	F	F	F	F	F
Ygnacio Valley Rd	Civic Dr	F	D	E	E	F
Ygnacio Valley Rd	Bancroft Rd	F	F	F	F	F

MTSO Monitoring Results

Intersection Analysis: 2013 Volume/Capacity

Primary Street	Secondary Street	AM Peak	PM Peak
		V/C	V/C
Pleasant Hill Rd	Grayson Rd	1.05	0.91
Treat Blvd	North Main Rd	0.92	1.07
	Oak Rd	1.03	0.80
	Cherry Ln	1.02	0.75
	Bancroft Rd	1.13	1.17
	Carriage Dr	1.10	0.64
	Cowell Rd	1.08	0.97
Ygnacio Valley Rd	N Broadway	0.79	1.01
	Civic Dr	0.96	1.22
	Walnut Blvd	1.04	0.98
	Homestead Ave	0.93	1.09
	Bancroft Rd	1.04	1.18
	Wiget Ln	0.84	1.04
	Montecito Dr	1.02	1.05
	Ayers Rd	1.01	0.90

MTSO Monitoring Results

Intersection Analysis: 2040 Volume/Capacity

Primary Street	Secondary Street	Optimized		Unoptimized	
		AM Peak	PM Peak	AM Peak	PM Peak
		V/C	V/C	V/C	V/C
Pleasant Hill Rd	Grayson Rd	0.99	0.95	1.01	0.93
Treat Blvd	North Main Rd	1.04	1.34	0.99	1.33
	Oak Rd	1.03	1.00	1.09	0.96
	Jones Rd	0.90	1.10	0.90	1.23
	Cherry Ln	1.08	0.88	1.12	0.82
	Bancroft Rd	1.24	1.31	1.26	1.34
	Carriage Dr	1.13	0.74	1.13	0.72
	Oak Grove Rd	1.07	1.10	1.09	1.09
	Navarone Wy	1.10	0.86	1.10	0.84
	Cowell Rd	1.26	1.19	1.26	1.21
	Clayton Rd	1.17	1.19	1.17	1.17

MTSO Monitoring Results

Intersection Analysis: 2040 Volume/Capacity

Primary Street	Secondary Street	Optimized		Unoptimized	
		AM Peak	PM Peak	AM Peak	PM Peak
		v/c	v/c	v/c	v/c
Ygnacio Valley Rd	Civic Dr	1.05	1.20	1.02	1.19
	Walnut Blvd	1.12	1.07	1.14	1.07
	Homestead Ave	0.96	1.12	0.94	1.12
	La Casa Via	0.83	1.02	0.80	1.00
	San Carlos Dr	1.00	0.97	1.01	0.96
	Bancroft Rd	1.05	1.16	1.07	1.17
	Wiget Ln	0.88	1.12	0.85	1.12
	Oak Grove Rd	1.12	1.19	1.10	1.18
	Montecito Dr	1.18	1.23	1.18	1.22
	Crystyl Ranch Rd	1.18	1.06	1.21	1.03
	Ayers Rd	1.35	0.96	1.44	1.02
	Alberta Wy	1.28	1.00	1.30	1.04
	Clayton Rd	1.12	1.07	1.23	1.11



CH2MHILL

MTSO Monitoring Results – Average Speed

Roadway	Direction	MTSO Speed (mph)	2013 Observed Speed		2040 Forecasted Speed	
			AM	PM	AM	PM
Alhambra Ave	NB	15	28.6	28.9	28.2	28.9
	SB	15	27.7	29.5	27.6	28.7
Clayton Road	NB/EB	15	33.2	27.2	28.9	26.9
	SB/WB	15	28.1	27.6	28.1	26.4
Contra Costa Boulevard	NB	15 (AM) 10 (PM)	23	20.0	20.6	18.6
	SB	15 (AM) 10 (PM)	20	18.0	18.8	16.6
Pacheco Boulevard	NB	15	32	21.0	31.4	21.0
	SB	15	25	25.0	25.2	25.2
Pleasant Hill Road	NB	15	30.4	26.0	28.5	24.6
	SB	15	30.6	27.3	29.8	23.7
Taylor Boulevard	NB	15	33.1	25.6	31.1	25.1
	SB	15	28.6	27.4	27.8	23.8

MTSO Monitoring Results

Intersection Analysis: 2013 Signal Cycle Delays

Primary Street	Secondary Street	MTSO	2013 Observed
		Number of Cycles	Number of Cycles
Treat Blvd	Clayton Road	3	2
	Cowell Road	5	2
	Oak Grove Road	5	3
Ygnacio Valley Rd	Clayton Road	3	2
	Alberta Way	4	3
	Cowell Road	4	2

Update MTSO Standards – TAC Recommendation

- ▶ 2040 Forecasts are consistently below MTSO standard, other than some intersection LOS
- ▶ Develop MTSOs for Bailey Road
- ▶ No additional MTSOs identified for 2014 update. A few identified for consideration in the next cycle
 - ▶ HOV Lane Usage
 - ▶ Transit Mode Share
 - ▶ Transit Ridership
 - ▶ Multimodal LOS Measures
 - ▶ Total bike facility mileage on or connecting to RORS
 - ▶ Inverse of Average Vehicle Ridership (Vehicles per 100 travelers)

Next Steps

- ▶ Work with TRANSPAC TAC to Identify Actions
- ▶ Begin Drafting Action Plan Update

MTSO Values by Location

2014 Central County Action Plan Update

MTSO		Standard		Notes
		2009	2014	
Freeways				
I-680	Delay Index	4.0	4.0	Applied to entire corridor
SR 242	Delay Index	3.0	3.0	Applied to entire corridor
SR 4	Delay Index	5.0	5.0	Applied to entire corridor
Arterial Roadways				
Alhambra Avenue				
	Average Speed	15 mph	15 mph	Martinez and Pleasant Hill
Clayton Road				
	Average Speed	15 mph	15 mph	Clayton Concord
	Average Stopped Delay (Signal Cycles)			
	Ygnacio Valley/Kirker Pass	3	3	
	Treat/Denkinger	3	3	
Contra Costa Boulevard				
	Average Speed			all jurisdictions
	AM Northbound	15 mph	15 mph	
	AM Southbound	12 mph	15 mph	
	PM both directions	10 mph	15 mph	
Geary Road				
	LOS			
	North Main Street	F	F	Walnut Creek
North Main Street				
	LOS			
	Treat/Geary	F	F	Walnut Creek
Pacheco Boulevard				
	Average Speed	15 mph	n/a	Martinez (2009)
	V/C Ratio	n/a	1.5	Martinez (2014)
		1.5	1.5	Contra Costa County intersections
Pleasant Hill Road				
	Average Speed	15 mph	15 mph	Pleasant Hill
	V/C Ratio	1.5	1.5	Contra Costa County intersections
Taylor Boulevard				
	Average Speed	15 mph	15 mph	Pleasant Hill
	V/C Ratio	1.5	1.5	Contra Costa County intersections
Treat Boulevard				
	Average Stopped Delay			Concord
	Clayton/Denkinger	3	3	
	Cowell Road	5	5	
	Oak Grove Road	5	5	
	LOS			Walnut Creek
	Bancroft Road	F	F	
	V/C Ratio	1.5	1.5	Contra Costa County intersections
Ygnacio Valley Road/Kirker Pass Road				
	Average Stopped Delay			Concord
	Clayton/Kirker Pass	3	3	
	Alberta/ Pine Hollow	4	4	
	Cowell Road	4	4	
	LOS			Walnut Creek
	Bancroft Road	F	F	Walnut Creek
	Civic Drive	F	F	
	V/C Ratio	1.5	1.5	Contra Costa County intersections
Bailey Road				
	Average Stopped Delay			
	Concord Boulevard	n/a	3	Concord
	Clayton Road	n/a	3	Concord

 - recommended change for 2014 Action Plan

Updated: October 2, 2013



TO: TRANSPAC

FROM: Lynn Overcashier, 511 Contra Costa Program Manager

DATE: October 10, 2013

RE: Staff is seeking approval and authorization for the 2014/15 511 Contra Costa Program workplan and estimated budget outlined below. Grant funding is provided by the Bay Area Air Quality Management District's (BAAQMD) Transportation Fund for Clean Air (TFCA), CCTA Measure J (Commute Alternatives) and MTC CMAQ (Employer Outreach)

The Central/East County 511 Contra Costa staff implements programs and projects which fulfill each jurisdiction's Transportation Demand Management ordinance requirements within the Contra Costa Transportation Authority's Growth Management Program and Action Plan requirements under Measure J. With legislation (AB 32 and SB 375) requiring greenhouse gas emission (GHG) reductions, the 511 Contra Costa programs have a proven success record with the Bay Area Air Quality Management District and the Metropolitan Transportation Commission in reducing vehicle miles traveled (VMT) and Greenhouse Gas emissions.

The Workplan for FY 2014/15 includes trip reduction and emissions reduction projects and programs which focus on outreach to residents, students and commuters in Contra Costa. The program elements are refined and changed each year to ensure the maximum cost effectiveness, as determined by the Bay Area Air Quality Management District (BAAQMD), the Metropolitan Transportation Commission (MTC) and CCTA.

The budget is expected to be similar to the 2013/14 allocations, with approximately \$755,000 in TFCA funding from the BAAQMD, \$383,500 from Measure J Commute Alternatives and \$39,970 in CMAQ funding from MTC.

Program elements include:

- TDM Ordinance Update – 511 CC staff will be updating the Measure J TDM Draft Model Ordinance. The CCTA Countywide Transportation Plan is currently being updated and as a result, it is necessary to update the model TDM Ordinance. Local TDM ordinances have not been updated since 1997. It will be necessary for each jurisdiction to approve an updated TDM Ordinance in 2014 prior to adoption of the

Countywide Transportation Plan. This is a requirement under Measure J in order for jurisdictions to continue to receive their annual M/J half cent sales tax transportation return-to-source funding.

- Action Plan Implementation - Both the TRANSPAC and TRANSPLAN Action Plans include actions and programs which are implemented by the Central/East County 511 Contra Costa Program. Staff will also be working with local jurisdictions in developing Transportation Demand Management strategies as part of the Sustainable Communities Strategies through SB 375.
- Safe Routes to Schools (SR2S) Programs and Projects - Staff will work with local jurisdictions, school administrators, parents, PTAs, police departments and others to expand the SR2S programs to elementary, middle and high schools throughout East County. Program elements include: SchoolPool carpool ridematching; SchoolPool transit ticket program; Bicycle/pedestrian education and encouragement; Bicycle/pedestrian assemblies; Challenge Days to promote bicycling, walking, carpooling and transit ridership to schools; school site assessments and site access safety programs. Measure J funds will be used to provide bike racks, skateboard and scooter racks, paving and fences, as well as school access and infrastructure improvements to promote safer access to campuses.
- Employer Outreach – Recent legislation (SB 1339) was passed which requires employers with >50 employees to provide pre-tax commuter benefits, or other options to promote commute alternatives. 511 CC will provide assistance to employers to comply with MTC and BAAQMD regulation of this legislation. 511 CC will develop and provide a Commuter Assistance Program for Central and East County jurisdictions to assist city/county compliance with these new requirements. Additional offerings to employers include elements that reduce single occupant vehicle ridership, which is a requirement of the TFCA grant funding. Services include: distribution and analysis of transportation surveys; real-time-ridesharing; car-sharing programs; clean fuel infrastructure; transportation/health fairs; promotional support for shuttles; customized ridematch assistance; pre-tax transit benefit education; bicycle parking infrastructure; pledge program to encourage commute alternatives. Staff will also continue to work with transit agencies on special promotions. Among pilot programs under development will be a Carshare program and a Bike Sharing program.
- Electric Charging Program – TFCA and Measure J funds are used to provide mini grants to Central and East County jurisdictions for electric charging stations and lease of electric plug-in vehicles to promote the use of this technology. Staff is working to expand the network of charging stations in Central and East County to keep pace with the growing demand.

- **COMMUNITY OUTREACH PROGRAM** – Staff will be working with local jurisdictions to distribute more “green” transportation information and program elements at city events to inform residents of ways to reduce Vehicle Miles Traveled (VMT) and GHG emissions. Special promotions include providing transit passes to support the Discover and Go program through the libraries, and other community outreach events.
- **BICYCLE/SKATEBOARD INFRASTRUCTURE AND GAP CLOSURE ASSISTANCE** – Bicycle and skateboard parking infrastructure will be provided to local schools, jurisdictions, and employers upon request. Staff will work with the RTPC TACs to assist in project delivery of bicycle/pedestrian gap closure projects where feasible.
- **WEBSITE DEVELOPMENT AND MAINTENANCE** - The 511CC website continues to be a comprehensive one-stop location for Bay Area transportation information with an emphasis on Contra Costa transportation. 511 CC is also host to the TRANSPAC and TRANSPAN websites (www.transpac.us and www.transplan.us), in addition to the www.511contracosta.org site.
- **AGENCY PARTNERSHIP ACTIVITIES** - Staff participates in local and regional committees to ensure coordination, promotion and funding for TDM projects in Contra Costa County. The committees include: BART’s Bicycle/ Pedestrian Access TAC, MTC’s Regional Rideshare TAC, BAAQMD/MTC SB 1339 TAC, BWTD TAC, MTC’s School and Youth Outreach TAC, CCTA’s Safe Routes to School Task Force; TRB’s TDM Committee and the TDM Institute.
- **ASSISTANCE WITH GRANT APPLICATION DEVELOPMENT** - Staff provides assistance to partner agencies for grant submittals.

Performance Measures: The BAAQMD requires that programs and projects maintain a minimum cost effectiveness performance measure, based on BAAQMD algorithms and methodology. This minimum standard is \$90,000/ton of emissions reductions. Historically the 511 CC program has achieved results ranging from \$29,000-\$55,000/ton of emissions reductions, which is well below the required BAAQMD standard.

It is estimated that the 2014-15 workplan will achieve a minimum of \$44,000/ton of emissions reductions. Per the BAAQMD methodology, this equates to a reduction of 993,200 vehicle trips, 12,118,600 vehicle miles reduced and 5,820.8 tons of ROG (reactive organic gases), NOx (nitrogen oxides) and PM (particulate matter).

EXECUTIVE DIRECTOR'S REPORT

September 18, 2013

RETC Presentation: June 21-25, 2013 *(prior reporting period)*

Ivan Ramirez attended the Rapid Excavation and Tunneling Conference (RETC) in Washington DC to present a paper on experiences encountered during the excavation of the Fourth Bore of the Caldecott Tunnel. Total costs to the Authority were \$2,523.52.

Berkeley Breakfast Club Presentation: July 12, 2013

I gave the Berkeley Breakfast Club membership an update on the Caldecott Tunnel project. The BBC meets at 7:00 am each Friday at the Berkeley City Club. The BBC is a 170-member organization, composed of civic, governmental and UC leaders, including the Berkeley Police Chief and the President of Berkeley City College, among others. Also, many BBC members are former Berkeley residents that now live in Contra Costa County. I thanked them for their support of Measure J, because without it the tunnel would still be a dream.

Director of External Affairs Interviews: July 15, 2013

The Deputy Executive Directors with our consultant's help performed the screening of the 120 plus candidates for our Director of External Affairs position. They narrowed the field to 25 candidates for telephone interviews, which were conducted by our consultant. The process further narrowed the field to seven candidates. I interviewed the final three candidates. After checking references, I offered the job to Linsey Willis and she accepted.

Transbay Terminal Tour: July 15, 2013

Ross Chittenden, Ivan Ramirez and I were invited by the Project Management consulting team to visit the Transbay Terminal project. Transbay Terminal Construction Manager Dennis Turchon (former Caltrans employee) gave us an overview of the project. He had been on the job for less than a month. When finished, the project will serve as a terminal for buses, trains and automobiles and will provide residential and business opportunities.

Kie-Con Facility Tour: July 17, 2013

Ross Chittenden and I toured the Kiewit precast facility in Antioch. Precast elements such as concrete piles for foundations and girders for bridges are designed and built to specs to facilitate faster construction where appropriate. We took a look at their "Super Girder" design to determine if we could use them on the SR 4/SR 160 Connector Ramp project. Our engineers determined they would not work at this location, but we are always looking at ways to speed up construction and ensure the procurement of products that meet our specifications.

Caltrans Quarterly Update Meeting: July 19, 2013

We were provided an update of the SR 4 projects. The major points of discussion were how and when to coordinate the opening of Loveridge and Somersville, and accelerated access to the

median for the eBART project. Currently, the acceleration only amounts to about two months. The request for CCWD's request to keep the pipeline in place on the Balfour project is in Caltrans Headquarters for approval. If approved, this will save the Utility District and the Authority about \$18 million. We are also working with Caltrans to request relief of maintenance for our contractor on the Sand Creek project once traffic is moved to the new alignment.

vRide: July 22, 2013

At their request, we met with vRide staff to discuss their ridesharing platform with us. They provide vans for people willing to form vanpools. They also have software that will help set up the vanpools and make sure any stranded riders can find a ride home.

East Bay Leadership Council Meeting: July 23, 2013

Ross Chittenden and I met with Executive Director Tom Terrill and Terry Bowen regarding the benefits of joining the East Bay Leadership Council. We discussed how the Leadership Council can help CCTA deliver transportation programs and projects to fruition. We decided to join the council after our meeting.

BART/Caltrans/CCTA Quarterly Meeting: July 24, 2013

Ross Chittenden and I met with Caltrans and BART staff to review the eBART schedule. We reported that ECCFFRA had pledged \$29 million to help complete the financing plan for eBART. We thanked BART for controlling the dust that was being created by their project. We also reported that after taking a look at the construction schedule with the Contractor and our CM team, we could only find about two months in possible schedule acceleration to allow BART to get into the median of SR 4 earlier than planned.

AVEGO Meeting: July 25, 2013

Martin Engelmann and I met with Richard Bryce of AVEGO to help develop strategies for the next potential BART strike. AVEGO has been very proactive in trying to use the BART strike and Bay Bridge closure to help deploy its technology quicker.

Caldecott Tunnel Ribbon Cutting Meeting: July 30, 2013

Janet Abelson, Julie Pierce, Amy Worth, and Ivy Morrison met with Ross Chittenden and I to begin discussions on the format for the upcoming and much awaited Caldecott Tunnel Ribbon Cutting ceremony. Ivy gave us an update on a Caltrans, CCTA, ACTA, and MTC working group meeting that was held to discuss the ribbon cutting ceremony. The participants reviewed the proposals and discussed a few more for the event. We will have more meetings on this subject.

Assembly Member Nancy Skinner: July 31, 2013

Ross Chittenden and I met with District Director Mark Chekal-Bain and Senior Field Representative Julie Waters to review our projects and programs.

Caldecott Tunnel Tour: August 1, 2013

Janet Abelsen, Ross Chittenden, Ivan Ramirez and I along with others toured the Caldecott Tunnel Fourth Bore project. Chair Abelsen was able to tour the project from Contra Costa to Alameda. On this day, the contractor was testing the 19 jet fans, which were very loud and moved a lot of air.

SR 4/SR 242 FPI Project Meeting: August 2, 2013

Raymond Odunlami and Ashley Nguyen of MTC met with Ross Chittenden, Jack Hall and I to discuss a funding shortfall for the ramp metering project along SR 4 and SR 242. They wanted our help to close a funding gap in the project. Ross and Jack developed an innovative strategy to fill the anticipated gap in funding. It is always nice to help our partners deliver transportation improvement projects in Contra Costa.

Institute of Transportation Engineers Annual Meeting: August 5, 2013

I was asked by ITE to participate in the opening session at its Annual Meeting in Boston. The opening session consisted of a panel of four transportation experts discussing both autonomous and connected vehicles and what impacts they will have on our industry. The title of the session was *"Connected Vehicles to Driverless Vehicles...The Future of Transportation. What Does it Mean to Me?"* After the opening session, I participated on another panel, the title of which was *"Connected Vehicles Are Here. Now What Do I Do?"* Both sessions were filled with owners, consultants and academicians and there were many good questions after the sessions.

State Route 4 Sand Creek Project - Partnering Session: August 8, 2013

Ross Chittenden, Ivan Ramirez and I participated in a facilitated partnering session with our contractors on the Sand Creek project. My concerns were the safety of the traveling public and our workers that are building and inspecting the project. So far, there has been no time lost injuries on the project that has over 50,000 person hours of work. The east bound traffic switch was close to being implemented, so it was a good time to review the switch with both the contractor as well as the City officials from Brentwood and Antioch.

Linsey Willis's First Day: August 12, 2013

Linsey Willis, our new Director of External Affairs, began work at CCTA on August 12th. We welcomed her to the CCTA family.

Port of Oakland Commissioner Meeting: August 13, 2013

I met with Michael Colbruno who is a newly appointed Port of Oakland Commissioner. We collaborated on some issues when he worked for Clear Channel and I worked for Caltrans. We talked about goods movement and how I may be able to help as a member of the National Freight Advisory Committee.

ITS America Strategic Planning Meeting: August 14-16, 2013

I attended the ITS America Strategic Planning Meeting at the Claremont Hotel in Berkeley California. There were many speakers at this meeting. They discussed why businesses fail, how to bring innovations to the marketplace, disruptions in the transportation space, industry foresight, strategic alignments, customer engagement, business process/model foresight, and technology foresight. I participated in the closing panel to try to bring all that we heard together from an owner's perspective. Staff at ITS America is working on synthesizing the results of the various presentations and feedback into a focus document for the upcoming year.

2013 TRB Transportation Hazards and Security Summit and Peer Exchange: August 19-22, 2013

I attended the TRB Transportation Hazards and Security Summit and Peer Exchange meeting at UC Irvine. This year's meeting was sponsored by AASHTO. There were representatives from 40

states, municipalities and consulting firms, with sessions ranging from infrastructure protection research to table top exercises for emergency response. There was a tour of the Rose Bowl's command center in Pasadena to highlight their security efforts on game day. I am a member of the TRB panel 20-59 (Surface Transportation Security Research) and the TRB committee ABE40 "Critical Transportation Infrastructure Protection Committee" and attended both committee meetings.

NCHRP 20-83(5) Research Discussion: August 23, 2013

I participated on a phone call to discuss strategies on deploying the results of five research topics. I was the chair on the panel for "Climate Change, Extreme Weather Events and the Highway System: Impacts and Adaptation Approaches." The consultants are synthesizing the results of the ideas presented by the members of the five panels.

Bradley A. Moody Underpass Groundbreaking Event: August 23, 2013

I spoke on behalf of the Contra Costa Transportation Authority at the Bradley A. Moody underpass groundbreaking event in the City of Richmond. Officer Moody was a Richmond policeman who was killed in a single car accident while responding to a call from another officer. The project will build a grade separation between the railroad and automobile traffic. Traffic will no longer have to stop while the train crosses through this part of the city. Measure J funding was instrumental in getting this project to construction.

SR 4 Sand Creek Interchange Event: August 23, 2013

CCTA held a traffic switch event to commemorate the progress of the construction of the four-lane section between Lone Tree Way and Sand Creek Road in the Cities of Antioch and Brentwood. This event celebrated moving eastbound traffic from the original two lane roadway to the newly constructed bridge over Sand Creek Road. Next month, the westbound traffic will be moved onto the Sand Creek Road Bridge and the adjacent structure will begin construction.

National Cooperative Highway Research Program (NCHRP) Panel: August 26-28, 2013

Jack Hall was nominated and selected to serve on the Planning and Evaluating Active Traffic Management (ATM) Strategies - NCHRP 03-114 [RFP] panel held at the National Academy of Science in Washington D.C. The objective of this research is to develop a guide to planning and evaluating active traffic management for recurrent and non-recurrent conditions. The guide will provide a detailed assessment of ATM strategies, including relevant performance measures and analysis tools; information on costs and staffing requirements to deploy, operate, and maintain them; information on the benefits accruing to travelers and freight; and conflicts with design, traffic control device, and other standards.

Bay Bridge East Span Grand Opening: September 2, 2013

I attended the opening of the new east span of the Bay Bridge. The speaking portion of the ceremony was held in what is now called the "Bridge Building." It was the building where the rail cars were maintained many years ago. There were 17 speakers including Lieutenant Governor Gavin Newsom, who cut the chain to open the new bridge. I was given the opportunity to hold the chain while it was being cut and was one of the first travelers across the new bay bridge.

San Ramon Mayor Bill Clarkson Meeting: September 3, 2013

Ross Chittenden, Susan Miller and I met with San Ramon Mayor Bill Clarkson to answer his question about the proposed Direct Access Ramps (DAR) on I-680 accessing Bishop Ranch. He was concerned that the environmental process had stopped based on the questions about an option for the DAR at Executive Parkway. The answer is that the consulting team is doing preliminary design work and technical studies so that side-by-side comparisons can be done for the Norris Canyon and Executive Parkway options. The environmental document process was changed from a Negative Declaration to a full EIR/EIS based on public input. This process takes longer due to formal time frames for public interaction, legal reviews, and final approval in Sacramento. Mayor Clarkson's other concern was that the Executive Parkway option was not going to be given its due diligence as a viable option. This option is being developed.

KGO Radio Interview: September 4, 2013

I was interviewed by Mark Nieto of KGO Radio regarding the progress on the SR 4 project between Lone Tree and Sand Creek Road. He wanted to know about the recent Milestone Celebration putting eastbound traffic on the newly constructed bridge at Sand Creek and when the parallel structure would be completed. He also asked for a quote on how the SR 4 project was progressing between Loveridge and Hillcrest.

Pacheco Transit Hub Groundbreaking: September 4, 2013

I was a speaker at the Pacheco Transit Hub Groundbreaking event. Once built, this project will serve as an important transit hub for the County Connection transit service in Contra Costa. Commissioners Pierce and Hudson attended the event. This is an example of partners working together. They include the City of Martinez, County Coach Connection, Nolte Vertical Five and the Contra Costa Transportation Authority.

Hercules Intermodal Transit Center Groundbreaking: September 4, 2013

CCTA Commissioners Janet Abelson and Federal Glover spoke at the Groundbreaking event for the Intermodal Transit Center in Hercules. Ross Chittenden also represented CCTA at the event. Congressman Mike Thompson spoke about the importance of this project. CCTA has invested over \$25 million of Measure J and STIP on this project. The total cost for phase 1A and 1B is approximately \$44 million including design and environmental work.

Streetline Tour: September 5, 2013

Jack Hall and I were invited to meet with Streetline CEO Zia Yusuf and Senior Vice President Ken Voss to review their product and services. Their company provides intelligent parking solutions for on and off-street parking. They use sensors to monitor the occupancy of the parking spaces and modify the parking meters so owners can change the pricing structure based on demand. Their product has been deployed in Los Angeles, San Mateo and other cities around the world.

Contra Costa Times Interview: September 6, 2013

Jack Hall, Linsey Willis and I answered Paul Burgarino's questions about SR4/SR242 ramp metering project.

Brentwood Press Interview: September 9, 2013

Ross Chittenden was interviewed by Kyle Szymanski regarding the SR4 Project at Sand Creek.

Tech Series: September 11, 2013

CCTA partnered with the Intelligent Transportation Society of California on the Intelligent Transportation System Solutions and Networking Event held at CCTA. As part of the Authority's Technical Series, Paul White with Digiwest presented a Bluetooth based solution called BlueMac that has been utilized to collect real-time and historical traffic data on roadway segments. Also, Mike Meader with NICE discussed the dynamics of multiagency response to situations/events/emergencies encountered by transportation agencies. Approximately 40 people from local agencies attended the event.

Ramp Metering on Highway 4 and Highway 242: September 17, 2013

Caltrans, in collaboration with the Authority and MTC, is scheduled to begin ramp metering on September 17th in the westbound/southbound direction of Highway 4 (Railroad Ave. to Solano Way) and Highway 242. Metering in the northbound/eastbound direction will begin on September 24th. Metering will occur in the peak direction during the morning (6:00 am to 10:00 am) and evening (3:00 pm to 7:00 pm). Ramp meters improve safety, make travel time more predictable and increase the volume and speed of freeway traffic.

Staff Out of State Travel Costs – Prior Reporting Periods

As reported in July, I attended the National Freight Advisory Committee Meeting on June 25th and the ITS America June 27th Board meeting in Washington DC. Total costs to the Authority were \$1,715.66.

Also as reported in July, Ross Chittenden attended the Transportation Research Board (TRB) Managed Lanes Committee Meeting held in Atlanta June 23rd through 25th. Total costs to the Authority were \$1,697.57.



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MEMORANDUM

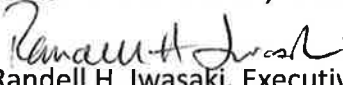
To: Barbara Neustadter, TRANSPAC

Andy Dillard, SWAT, TVTC

Jamar Stamps, TRANSPAN

Jerry Bradshaw, WCCTAC

Shawna Brekke-Read, LPMC

From: 
Randell H. Iwasaki, Executive Director

Date: September 20, 2013

Re: Items approved by the Authority on September 18, 2013, for circulation to the Regional Transportation Planning Committees (RTPCs), and related items of interest

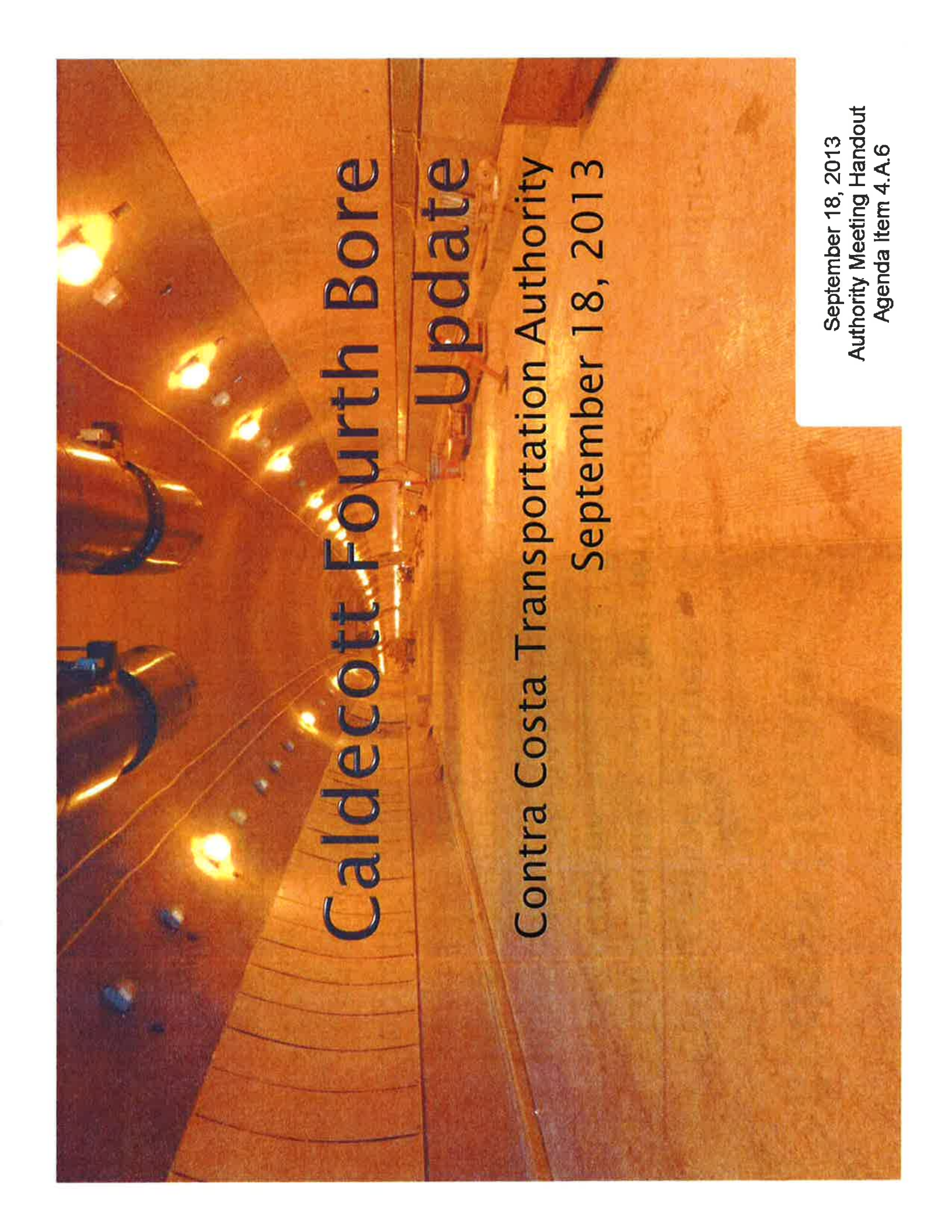
At its September 18, 2013 meeting, the Authority discussed the following item, which may be of interest to the Regional Transportation Planning Committees:

Caldecott Fourth Bore Project Update (Project 1698/1001). Staff reported at the July 17, 2013 Authority meeting that the Construction and Construction Support budget for the project is \$336.4 million. This is after the California Transportation Commission (CTC) removed \$16.6 million in State-controlled funds from the original budget. The estimated cost for Construction and Construction Support could be as much as approximately \$343 million, leaving a shortfall of up to \$6.6 million. Since this date, the State has increased its funding by \$2.8 million to increase the budget to \$339.2 million. Staff also reported that the best estimate for the opening date of the new Caldecott Fourth Bore is late October 2013, however, risks exist which could make the opening later and increase costs over that reported at the July 2013 meeting. As reported in July, the estimated final cost is below the original budget and the schedule is within the target date of "Fall 2013". *Staff provided an update on changes in the estimated final cost and schedule, staff's ongoing efforts to secure State funding, and reviewed the attached Powerpoint presentation. Staff reported that the new Fourth Bore is on schedule to open this fall. There are a number of*

Randell H. Iwasaki,
Executive Director

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activities underway related to safety and operational systems. The most likely date for the tunnel to open is late October to mid-November. An opening ceremony is being planned with our partners. The ceremony will be a traditional event with a small number of speakers. The number of invited guests needs to be limited to no more than 200 due to restricted area near the east portal of the tunnel. The cost projections still indicate that the project will complete under the original budget. Authority staff continue to work with Caltrans to restore full funding for the project. (Attachment)



Caldecott Fourth Bore Update

Contra Costa Transportation Authority
September 18, 2013

September 18, 2013
Authority Meeting Handout
Agenda Item 4.A.6

Budget Update

- ▶ Construction Budget \$336.4 million
 - Construction + Construction Support
 - After CTC de-allocated \$16.6 million
- ▶ July Authority Update
 - Cost at Complete between \$334.2 (+\$2.1 million) and \$343.4 (-\$7.0 million)
- ▶ September Update
 - Construction Budget increased to \$339.1 (ARRA)
 - Cost at Complete between \$334.4 (+\$4.7 million) and \$339.9 (-\$2.7 million)
 - Assumes \$5.425 million RM2 remains available



Schedule Update

- ▶ Completion of tunnel systems –
 - mid–September 2013
- ▶ Functional/Integration testing –
 - early to mid October 2013
- ▶ Fire/SCADA/TOS Testing –
 - mid to late October 2013
- ▶ Hands–on Operator Training –
 - late October/early November 2013
- ▶ Emergency Responder Drills –
 - late October/early November 2013
- ▶ Open tunnel to traffic –
 - late October/early November 2013
 - Public message still “late 2013”



Project Completion/Ribbon-Cutting Event

- ▶ **Planned Media Outreach surrounding tunnel opening:**
- ▶ All parties are working together to coordinate media outreach surrounding the Caldecott Tunnel opening.
- ▶ Several project milestone events have been identified and will be used to keep media engaged over the next two months. Some ideas include:
 - Were You There? (Contra Costa Times – call for historic photos, memories of Caldecott ribbon cuttings in 1937, 64, and even 1903 Kennedy Tunnel)
 - Announcement of projected month of opening & Announcement of projected day of tunnel opening
 - Drive along (last traffic shift/pop ups) (Contra Costa Times)
 - Preview media tour of the tunnel and new Operations & Maintenance facility
 - Working with Tom Vacar on a “Women of the Caldecott” segment
 - Small scale ribbon-cutting/announcement event– ceremonial chain/ribbon severing event prior to opening to traffic as outlined below
- ▶ **Ribbon Cutting/Project Completion Event:**
- ▶ Key points of the event include:
- ▶ Budget not to exceed \$5,000
- ▶ Event will be simple–
 - Limited guest list (200 or less due to space constraints at the project site)
 - Small number of speakers to keep event within allotted window of time (2 hours or less)





TO: TRANSPAC

FROM: Lynn Overcashier, Central/East 511 Contra Costa Program Manager

DATE: October 10, 2012

RE: Program Managers' Update, July-September

The TDM Ordinance/Resolution is one of the conditions of compliance checklist items necessary for each jurisdiction' receipt of Return to Source Measure J funds as part of the Countywide Transportation Plan. The TDM Ordinance had not been updated since 1997, so a major overhaul was undertaken and was presented to and reviewed by the SWAT and WCCTAC TDM Program Managers. A draft has been sent to Authority staff for review prior to approval by CCTA and distribution to the RTPC's. As part of the CTP update process, all City Councils and the Board of Supervisors will need to approve an updated TDM Ordinance or Resolution.

With the passage of SB 1339 legislation, all employers with >50 employees will need to provide pre-tax commuter benefits to employees, or develop a comparable emissions-reducing program for employees. With this in mind, the 2013/14 TDM workplan and budget were revised to address the need for additional resources to assist employers with these compliance requirements, including all local jurisdictions. Letters went out in late September to inform employers of the new compliance requirements. Funding will be made available from the budget to assist public agencies meet the new requirements. 511 CC staff will be a resource for employers, however compliance will be handled by the BAAQMD and MTC.

In cooperation with CCTA staff and their contractor Feer and Peers, staff provided a very detailed and comprehensive list of Street Smarts and SR2S program elements, along with detailed costs associated with each element, to assist Authority staff in determining how best to deliver SR2S programs countywide.

Staff is currently working with other agency staff to encourage and develop a comprehensive countywide SR2S Program as a potential marquee program in a reauthorized Measure J expenditure plan. Elements for future consideration could include: crossing guards, limited yellow school bussing, funding for public bus tickets for students (where service exists),

countywide SchoolPool parent ridematching service, bicycle/pedestrian infrastructure and safety improvements, etc.

As a member of the TRB TDM committee, I joined others for the mid-year TRB TDM committee meeting held in San Antonio, TX in late July. Additional meetings were held to develop TDM research topics and I was asked to review three TDM research papers to be considered for presentation and/or publication. I will be attending the TRB meeting January 11-16, 2014 in Washington D.C., as I am the committee secretary and where research findings will be reported.

The non-profit TDM Institute (TDMI) conducted its mid-year meeting in conjunction with TRB's July meeting. I am the Secretary on the Executive Committee of the Board. A website had been launched at www.transportation2.org which is a repository for TDM research and best practices. It is intended for this to be established as a national clearinghouse for TDM research and information. In addition, work is being conducted through TDMI, in cooperation with LEED to include more eligible TDM elements when applicants apply for LEED certification. TDMI will be holding a workshop in November in Sacramento in conjunction with the Behavior, Energy and Climate Change Conference.

Staff updated Chapter 6 of the Congestion Management Plan which focuses on TDM implementation. A red-line/strikeout version is in the October TRANSPAC packet and has been submitted to CCTA staff for review and consideration.

The FY 2014/15 TFCA workplan and budget has been drafted for TRANSPAC and TRANSPLAN approval (also in the October packet).

At the invitation by the Mount Diablo Unified School District Board, staff made a presentation on the Street Smarts Diablo programs. In addition, staff worked with the district to install bicycle racks and access improvements at 13 MDUSD school campuses over the summer.

Staff has been working with Assemblyman Frazier and Supervisor Piepho's staff over the summer to encourage school principals in East County who have not yet availed themselves of the free Street Smarts program to do so. With the recent bicycling fatality in Byron, the need for safety education has brought the subject and the Street Smarts Program to the forefront.

Staff is working with County Connection, Tri Delta and WestCat to develop a universal summer youth pass which can be distributed at the Youth Summit sponsored by Supervisor Glover in March. The Street Smarts budget will be reimbursing the transit agencies for a majority of the cost of the passes for these students. The object is to encourage the students (grades 8-12) to access libraries, worksites and other activity centers via public transportation during the summer.

Central/East County 511 Contra Costa School Programs TRANSPAC/TRANSPLAN: Status Update and Summary of Activities

Funding: MTC Climate Initiatives Cycle 1 Safe Routes to School Grant (Federal SR2S), Bay Area Air Quality Management District TFCA funds, Measure J 21a Safe Transportation for Children and Measure J Line 17

Background

In 2011, TRANSPAC and TRANSPLAN authorized MTC Climate Initiatives Cycle 1 Safe Routes to School Grant (Federal SR2S) funding to 511 Contra Costa for the development and implementation of a Central/East County Bicycle/Pedestrian Safety program for K-12 students. This report describes the many Street Smarts school-based programs implemented by the TRANSPAC/TRANSPLAN TDM Program, including programs funded by other sources. These include: Measure J 21a, which funds elements in Central County such as bicycle infrastructure and access improvements, the Helmet Program, International Walk to School Day and Bike to School Day; Measure J Line 17 Commute Alternative Funds, which funds East County school access and bicycle infrastructure projects and support activities; and BAAQMD TFCA which funds the SchoolPool Program. This report provides an update on the program elements to date, including the comprehensive approach to facilitating stakeholder involvement, conducting site reviews, delivering programs, and coordinating infrastructure improvements.

Street Smarts Diablo Region is comprised of ten (10) program elements including:

1. Elementary School Programs (grades K-3): “Mr. Beeps” Bike and Pedestrian Safety Assemblies
2. Elementary School Program (grades 4-5): “Heads Up!” Helmet Safety Assemblies
3. Middle School Program: 3-Day Program with Parent Education Meetings, Bicycle/Pedestrian Road Simulations and Challenge Days; including site assessments; parent surveys; bicycle/pedestrian pre/post program tallies
4. Helmet Program: Bicycle helmet distribution program available to students at participating schools
5. High School Program: “Rules of the Road” Bicycle/Pedestrian Challenge and Education Program (currently in final development stage)
6. International Walk to School Day: supports school participation of this annual October event
7. Bike to School Day: supports school participation in this annual May event
8. Bilingual (English/Spanish) Curricula: Bilingual, age-appropriate bicycle/pedestrian safety education curricula developed and distributed to all participating elementary, middle and high schools
9. Street Smarts II Infrastructure: Site assessments and school access/bicycle infrastructure improvements including striping, signage, paving, bicycle racks, scooter and skateboard racks
10. SchoolPool Program: Provides introductory Tri Delta Transit passes to students each Fall to encourage transit ridership to schools

In addition to these programs, staff maximizes the efficiency of these coordination opportunities by working with school administrations, school districts, City/County staff and local police departments to determine the preferred placement of bicycle/pedestrian infrastructure, signage, and improvements to drop-off/pick-up locations at schools. These projects create safer conditions in the drop-off/pick-up zone to encourage more bicycling and walking, while also providing more bicycle parking on campuses, when needed. Pre and post-program trip reduction counts are conducted per Federal SR2S grant guidelines.

NOTE: Federal SR2S grant funds prohibit expenditures for infrastructure and various support activities essential to the success of 511 Contra Costa Street Smarts programs. Measure J Line 21a and Measure J Line 17 funds provide the necessary financial resources to provide the breadth of program services delivered.

School Program Elements include:

1. Elementary School Grades K-3 “Mr. Beeps” Bike and Pedestrian Safety Assemblies

Description: This assembly program features bicycle, pedestrian, and skateboard/scooter safety education and encouragement outreach for elementary schools, including a 30-minute assembly led by the Street Smarts Diablo robotic talking car “Mr. Beeps” and Street Smarts staff. Together, elementary school children are taught: stop signs and signals, the “Stop, Look, Listen”; “Look left, look right, look left again”, helmet fit, helmet laws, school parking lot safety, clean air, and fitness/health. Each student receives a bilingual Traffic Tim bicycle and pedestrian safety activity book after the assembly. Site assessments are conducted prior to the assemblies to ascertain safety issues and site access and infrastructure needs. CCTV has filmed the 30 minute assembly and a two minute edited version which is posted on the website at: <http://511contracosta.org/schools/street-smart-diablo/>

In addition, every Central/ East County elementary school is invited and encouraged to participate in International Walk to School Day each October. Street Smarts Diablo Region provides tally sheets, event banners, and prizes for participation.

2. Elementary School Grades 4-5 “Heads up!” Bike and Pedestrian Safety Assemblies

Description: This assembly program encourages students to wear helmets and highlights many uses and benefits of helmets such as for fire fighters, police officers, hard hats, etc. Each student receives a bilingual Traffic Tim bicycle and pedestrian safety activity book after the assembly.

In addition, just as with the younger children, students are encouraged to participate in International Walk to School Day each October. Street Smarts Diablo Region provides tally sheets, event banners, and prizes for participation.

3. Middle School 3-Day Program

Description: Education and encouragement outreach for middle schools includes a 3-day program involving hands-on bicycle and pedestrian safety education training, a Challenge Day competition, and a Parent Education Meeting for parents and students regarding driver safety awareness in school drop-off zones and bicycle and pedestrian safety techniques parents can reinforce with their children. Each student receives bilingual curriculum after the event. Training for students is provided by League of American Bicyclist certified instructors. Programs are customized to address site-specific challenges at schools.

Site assessments are conducted prior to the assemblies to ascertain safety issues and site access and infrastructure needs. As part of the event, parent surveys are conducted to gather feedback from the parents regarding perceived barriers to allowing their children to bike or walk to school. Pre and post event hand tallies are conducted to monitor participation and the results are tallied.

4. Helmet Program

Description: As part of a corresponding education event, a helmet program is offered to schools in need. Each student that brings a bike/skateboard/scooter to the event will receive a multi-purpose sport helmet. Students are also able to trade in their old/broken helmets for a new one. Students are fitted by League of American Bicyclist certified trainers.

5. High School Bike and Pedestrian Safety Program (under development)

Description: Education and encouragement outreach for high schools will include a Rules of the Road student bicycle/pedestrian challenge and education to encourage bicycle/pedestrian access to schools. Each student will receive bilingual curriculum after the event.

6. International Walk to School Day (annually in October)

Description: International Walk to School Day (annually in October) is a single-day event supported by the Street Smarts Diablo Region program to encourage more participation in this event. The aim is to increase awareness of both walking and bicycling as safe, healthy, and fun modes of transportation to school. Where biking or walking is not safe or desirable, parents are encouraged to carpool children to school to reduce the number of cars driving to the campus. This allows all students to be included.

Street Smarts Diablo provides each school site with marketing materials and “hands up” tally sheets to perform pre-program and day-of event student travel surveys. The event is promoted at each school site via Street Smarts banners, flyers for campus, school newsletters and the school website.

7. Bike to School Day (annually in May)

Description: Bike to School Day is a single-day event each May. Like the International Walk to School Day event, for students where biking or walking is not safe or desirable, parents are encouraged to carpool children to school to reduce the number of cars driving to the campus so that all students can be included.

8. Bilingual (English/Spanish) Bicycle/Pedestrian Safety Education Curricula

Description: Age-appropriate bilingual bicycle/pedestrian safety education curricula has been developed for distribution to all elementary, middle school and high school students. The elementary school curriculum is a Traffic Tim Activity Book which emphasizes basic bicycle and walking rules, while the middle school curriculum also includes more advanced concepts and helmet safety information. The high school curriculum emphasizes bicycle laws and rules of the road.

9. Street Smarts II: Follow-up Outreach and Infrastructure Program

Description: The Street Smarts II program includes school site assessments, coordination among stakeholders and infrastructure improvements including bicycle/scooter/skateboard racks, signage and striping and other access safety improvements. In addition to infrastructure, Challenge Days were coordinated to maintain momentum in schools that participated in the original Street Smarts program. The Street Smarts II Program goals include:

- Coordinating school districts, school principals, local police departments and City/County staff to identify and prioritize access improvement projects
- Identifying, funding and arranging for installation of small access improvements to support safer biking and walking to school, including additional bicycle/scooter/skateboard storage facilities
- Integrating support activities for the Street Smarts Diablo Region program
- Supporting International Walk to School Day and Bike to School Day activities
- Providing biannual Commute Alternative Challenge events for all interested schools

The Street Smarts II Program provides each school campus with a biannual Commute Alternative Challenge event organized and supported by Street Smarts staff and facilitated by the school administration. Street Smarts provides each school with an incentive prize of \$500 to market and facilitate a Commute Alternative Challenge Day that encourages every student to bike, walk, bus, or carpool to school. The school must also administer two days of pre-program student travel surveys and perform a day-of-event survey. Street Smarts supplies each school with planning materials, marketing materials (i.e. fliers and banners), and raffle prizes for participating students. In some schools, the Leadership student group is involved in promoting and facilitating the event.

The Street Smarts II Program continues supporting the schools through comprehensive site assessments using school district/administration feedback, parent surveys, coordination with City/County staff and police departments to identify small infrastructure projects which improve safety access points for all modes. This program also provides bicycle/scooter/skateboard racks for all schools participating in the K-12 education/safety programs. (See charts on pages 5-6 for matrix of participating schools to date).

10. SchoolPool Transit Ticket Program (Annual Fall Program)

Description: SchoolPool Transit Ticket Program is a back-to-school introductory program which provides Central and East County families with a free, 20-ride Tri Delta Transit bus ticket valued at \$33. This program allows students to try transit rather than accessing the school via a single occupant vehicle. Due to funding limitations, this promotion is limited to two per household and is offered once each Fall. No schools participated in the SchoolPool Parent Carpool Program this year. It is a carpool ridematching database service for schools to encourage parents to carpool their children to school to reduce the number of cars driving to campuses.

SchoolPool Program Results (2013):

- 104 schools were served; 1,051 Tri Delta and 645 County Connection bus passes distributed
- Vehicle trips reduced by program: 915,840 trips
- Vehicle- miles- traveled reduced by program in 2013: 2,747,520 miles of driving were reduced

TRANSPAC/TRANSPLAN TDM School-Based Program Expenditures	
Program/ Project	Program/ Project Costs
Mr. Beeps (grades K-3) Elementary Assembly Programs	\$76,547
Heads Up! (grades 4-5) Elementary Assembly Programs	\$38,017
3-Day Middle School Program; safety training, parent education meetings, challenge days, parent surveys, pre-post counts	\$175,554
Helmet Program	\$28,650
High School Program (in development)	TBD
International Walk to School Day events	\$18,550
National Bike to School Day	\$16,980
Bilingual Curricula	\$42,250
Street Smarts II: Infrastructure Program	\$387,566
SchoolPool	\$161,620
Total Expenditures:	\$945,734

Central County Street Smarts Infrastructure Program

School Infrastructure Improvements to Date (M/J 21a funds)

School Name	City	Description
Diablo View Middle School- Phase 1	Clayton	Front lot: Ground striping; Installed directional signage
Diablo View Middle School- Phase 2	Clayton	Purchase/ install (2) solar-powered, flashing school signs with radar readout for Marsh Creek Road
Diablo View Middle School- Phase 3	Clayton	Back lot: Ground striping; Installed directional signage
Cambridge Elementary School	Concord	Ground striping; Installed directional signage; Replacement of gated pedestrian entrance
El Dorado Middle School	Concord	Ground striping; Installed directional signage; Purchased (1) skateboard/scooter rack
El Monte Elementary School	Concord	Ground striping; Installed directional signage; Purchased (1) bike rack and (1) skateboard/scooter rack
Monte Gardens Elementary School	Concord	Ground striping; Installed directional signage; Purchased (1) skateboard/scooter rack
Oak Grove Middle School- Phase 1	Concord	Purchased traffic barricades
Oak Grove Middle School- Phase 2	Concord	Ground striping; Installed directional signage; Purchased (1) skateboard/scooter rack
Westwood Elementary School	Concord	Purchased (2) skateboard/ scooter racks
Martinez Junior High School- Phase 1	Martinez	Purchase of (4) 7-loop bike racks
Martinez Junior High School- Phase 2	Martinez	Ground striping; Installation of directional signage; Purchased traffic barricades
Martinez Junior High School- Phase 3	Martinez	Replace truncated domes in front lot (pending)
Pleasant Hill Middle School	Pleasant Hill	Ground striping; Installed directional signage
Sequoia Middle School	Pleasant Hill	Ground striping; Installed directional signage; Installed fabric mat in bike cage
Strandwood Elementary School	Pleasant Hill	Ground striping; Installed directional signage
Valhalla Elementary School	Pleasant Hill	Ground striping; Installed directional signage
Bancroft Elementary School	Walnut Creek	Ground striping; Installed directional signage; Installed permanent bollards
Buena Vista Elementary School	Walnut Creek	Ground striping; Purchase of (1) additional bike rack
Indian Valley Elementary School	Walnut Creek	Ground striping; Purchase of (1) additional bike rack
Murwood Elementary School	Walnut Creek	Ground striping; Purchase of (1) additional bike rack; Paving of bike rack area; Paving of rear-side pedestrian entrance
Northgate High School	Walnut Creek	Purchased (3) 7-loop bike racks and (1) skateboard rack
Parkmead Elementary School	Walnut Creek	Ground striping; Purchase of (1) additional bike rack
Walnut Creek Intermediate School- Phase 1	Walnut Creek	Bike cage extension: repaving, adding fencing + (3) additional bike racks
Walnut Creek Intermediate School- Phase 2	Walnut Creek	Ground striping; Purchase of (1) additional bike rack
Walnut Heights Elementary School	Walnut Creek	Ground striping; Purchase of (1) additional bike rack; Installation of directional signage

East County Street Smarts Infrastructure Program

School Infrastructure Improvements to Date (Measure J funds)

School Name	City	Description
Antioch Middle School- Phase 1	Antioch	Installed (1) fenced 150-capacity bike cage
Antioch Middle School- Phase 2	Antioch	Purchase of (1) additional scooter/skateboard rack
Dallas Ranch Middle School	Antioch	Purchase of (4) additional 7-loop bike racks and (2) additional 8-loop racks
Diablo Vista Elementary School	Antioch	Purchase of (1) additional scooter/skateboard rack
Jack London Elementary School	Antioch	Purchase of (1) additional scooter/skateboard rack
Lone Tree Elementary School	Antioch	Purchase of (1) additional scooter/skateboard rack
Park Middle School	Antioch	Purchase of (1) additional bike rack
Sutter Elementary School	Antioch	Purchase of (1) additional bike rack
Bel Air Elementary School- Phase 1	Bay Point	Purchased (4) 7-loop bike racks and (1) 8-loop bike rack
Bel Air Elementary School- Phase 2	Bay Point	Ground striping; Installed directional signage; Purchased traffic barricades
Rio Vista Elementary School- Phase 1	Bay Point	Purchased (4) 7-loop bike racks and (2) skateboard racks
Rio Vista Elementary School- Phase 2	Bay Point	Ground striping; Installed directional signage; Purchased traffic barricades
Riverview Middle School	Bay Point	Ground striping; Installed directional signage
Heritage High School	Brentwood	Development and fencing of private property for pedestrian access onto American Avenue
J. Douglas Adams Middle School- Phase 1	Brentwood	Development and fencing of private property for pedestrian access onto American Avenue
J. Douglas Adams Middle School- Phase 2	Brentwood	Repainting (2) pedestrian crosswalks on campus
Hillview Junior High	Pittsburg	Purchased (4) 7-loop bike racks and (2) skateboard racks
Pittsburg High School	Pittsburg	Purchased (1) bicycle rack

*Meetings with Oakley Union Elementary School District and Byron Union School Districts scheduled for October 2013.

Central County Street Smarts Programs

SCHOOL	CITY	DISTRICT	Elementary Mr. Beeps Assembly (grades K-3)	Elementary Heads Up! Assembly (grades 4-5)	Middle School Event	Bilingual Curriculum Distributed	Int'l Walk to School Day 2011	Int'l Walk to School Day 2012	Int'l Walk to School 2013	Bike to School Day 2012	Bike to School Day 2013	SchoolPool 2013	Helmet Program	Ground Striping/ Directional Signage/ Paving & Fencing	Bicycle/ Skateboard/ Scooter Storage Racks
Diablo View Middle School	Clayton	MDUSD			X		X	X				X		X	
Mt. Diablo Elementary School	Clayton	MDUSD	X	X		X						X			
El Dorado Middle School	Concord	MDUSD			X	X						X	X	X	X
Oak Grove Middle School	Concord	MDUSD			X	X						X	X	X	X
Ayers Elementary School	Concord	MDUSD	X	X											
Cambridge Elementary School	Concord	MDUSD	X			X		X	X			X		X	
Clayton Valley High School	Concord	Charter													
Concord High School	Concord	MDUSD										X			
De La Salle High School	Concord	Private													X
El Monte Elementary School	Concord	MDUSD	X			X			X			X		X	X
Highlands Elementary School	Concord	MDUSD													
Meadow Homes Elementary School	Concord	MDUSD	X			X						X			
Monte Gardens Elementary School	Concord	MDUSD	X			X								X	X
Mountain View Elementary School	Concord	MDUSD	X	X		X						X			
Mt. Diablo High School	Concord	MDUSD										X			
Pine Hollow Middle School	Concord	MDUSD										X			
Silverwood Elementary School	Concord	MDUSD	X			X									
Sun Terrace Elementary School	Concord	MDUSD	X	X											
Westwood Elementary School	Concord	MDUSD	X	X			X	X							X
Woodside Elementary School	Concord	MDUSD										X			
Wren Avenue Elementary School	Concord	MDUSD	X			X						X			
Ygnacio Valley Elementary School	Concord	MDUSD	X									X			
Ygnacio Valley High School	Concord	MDUSD										X			
Martinez Junior High School	Martinez	MUSD			X							X		X	X
Alhambra High School	Martinez	MUSD										X			
Hidden Valley Elementary School	Martinez	MDUSD	X	X					X						
John Muir Elementary School	Martinez	MUSD	X			X									
John Swett Elementary School	Martinez	MUSD													
Las Juntas Elementary School	Martinez	MUSD	X			X									
Morello Park Elementary School	Martinez	MUSD	X			X									
Pleasant Hill Middle School	Pleasant Hill	MDUSD			X		X					X		X	X
Sequoia Middle School	Pleasant Hill	MDUSD			X	X					X	X	X	X	
Valley View Middle School	Pleasant Hill	MDUSD			X	X						X	X	X	
College Park High School	Pleasant Hill	MDUSD										X			
Fair Oaks Elementary School	Pleasant Hill	MDUSD										X			
Gregory Gardens Elementary School	Pleasant Hill	MDUSD	X	X			X	X							

Pleasant Hill Elementary School	Pleasant Hill	MDUSD										X			
Sequoia Elementary School	Pleasant Hill	MDUSD							X						
Strandwood Elementary School	Pleasant Hill	MDUSD	X			X	X							X	
Valhalla Elementary School	Pleasant Hill	MDUSD	X			X								X	
Walnut Creek Intermediate School	Walnut Creek	WCSD			X		X	X				X			X
Bancroft Elementary School	Walnut Creek	MDUSD	X			X	X	X						X	
Buena Vista Elementary School	Walnut Creek	WCSD	X			X						X		X	X
Eagle Peak Montessori School	Walnut Creek	MDUSD													
Foothill Middle School	Walnut Creek	MDUSD										X			
Indian Valley Elementary School	Walnut Creek	WCSD	X			X			X					X	X
Las Lomas High School	Walnut Creek	AUHSD										X			
Murwood Elementary School	Walnut Creek	WCSD	X			X		X	X					X	X
Northgate High School	Walnut Creek	MDUSD										X			X
Parkmead Elementary School	Walnut Creek	WCSD	X			X	X	X				X		X	X
Valle Verde Elementary School	Walnut Creek	MDUSD	X	X											
Walnut Acres Elementary School	Walnut Creek	MDUSD													
Walnut Heights Elementary School	Walnut Creek	WCSD	X	X		X								X	X

East County Street Smarts Programs

SCHOOL	CITY	DISTRICT	Elementary Mr. Beeps Assembly (grades K-3)	Elementary Heads Up! Assembly (grades 4-5)	Middle School Event	Bilingual Curriculum Distributed	Int'l Walk to School Day 2011	Int'l Walk to School Day 2012	Int'l Walk to School 2013	Bike to School Day 2012	Bike to School Day 2013	SchoolPool 2013	Helmet Program	Ground Striping/ Directional Signage/ Paving & Fencing	Bicycle/ Skateboard/ Scooter Storage Racks
Antioch Middle School	Antioch	AUSD			X	X					X	X	X		X
Park Middle School	Antioch	AUSD			X	X				X	X	X	X		X
Antioch Charter Academy I	Antioch	Charter													
Antioch Charter Academy II	Antioch	Charter													
Antioch High School	Antioch	AUSD										X			
Belshaw Elementary School	Antioch	AUSD	X	X		X						X			
Black Diamond Middle School	Antioch	AUSD								X		X			
Carmen Dragon Elementary School	Antioch	AUSD	X			X	X	X							
Dallas Ranch Middle School	Antioch	AUSD										X			X
Deer Valley High School	Antioch	AUSD										X			
Diablo Vista Elementary School	Antioch	AUSD	X	X		X	X	X							X
Dozier-Libbey Medical High School	Antioch	AUSD										X			
Fremont Elementary School	Antioch	AUSD										X			
Jack London Elementary School	Antioch	AUSD	X			X									X
John Muir Elementary School	Antioch	AUSD	X	X				X	X			X			
Kimball Elementary School	Antioch	AUSD										X			
Lone Tree Elementary School	Antioch	AUSD	X	X		X		X	X			X			X
Marsh Elementary School	Antioch	AUSD	X	X								X			
Mission Elementary School	Antioch	AUSD					X		X						
Mno Grant Elementary School	Antioch	AUSD										X			
R.A.A.M.P. Charter Academy	Antioch	Charter													
Sutter Elementary School	Antioch	AUSD										X			X
Turner Elementary School	Antioch	AUSD	X	X		X	X	X				X			
Riverview Middle School	Bay Point	MDUSD			X	X						X	X	X	
Bel Air Elementary School	Bay Point	MDUSD	X			X						X		X	X
Rio Vista Elementary School	Bay Point	MDUSD	X	X		X						X		X	X
Shore Acres Elementary School	Bay Point	MDUSD										X			
J. Douglas Adams Middle School	Brentwood	BUSD			X							X		X	
Brentwood Elementary School	Brentwood	BUSD										X			
Bristow Middle School	Brentwood	BUSD										X			
Edna Hill Middle School	Brentwood	BUSD								X		X			
Garin Elementary School	Brentwood	BUSD													
Heritage High School	Brentwood	LUHSD										X		X	
Independence High School	Brentwood	LUHSD										X			
Liberty High School	Brentwood	LUHSD										X			
Loma Vista Elementary School	Brentwood	BUSD	X			X						X			
Marsh Creek Elementary School	Brentwood	BUSD													

Mary Casey Black Elementary School	Brentwood	BUSD													
Pioneer Elementary School	Brentwood	BUSD	X	X											
R. Paul Krey Elementary School	Brentwood	BUSD	X	X			X		X						
Ron Nunn Elementary School	Brentwood	BUSD					X								
Excelsior School	Byron	BYUSD													
Discovery Bay Elementary School	Discovery Bay	BYUSD													
Timber Point Elementary School	Discovery Bay	BYUSD	X			X		X	X						
Knightsen Elementary School	Knightsen	KESD	X		X	X							X		
Delta Vista Middle School	Oakley	OUESD							X			X			
Freedom High School	Oakley	LUHSD										X			
Gehringer Elementary School	Oakley	OUESD	X			X						X			
Iron House Elementary School	Oakley	OUESD	X			X									
Laurel Elementary School	Oakley	OUESD	X			X			X						
Oakley Elementary School	Oakley	OUESD													
O'Hara Park Middle School	Oakley	OUESD										X			
Orchard Park School	Oakley	AUSD	X			X						X			
Vintage Parkway Elementary School	Oakley	OUESD													
Martin Luther King, Jr., Junior High School	Pittsburg	PUSD			X	X						X	X		
Delta View Elementary School	Pittsburg	MDUSD	X			X						X			
Foothill Elementary School	Pittsburg	PUSD										X			
Heights Elementary School	Pittsburg	PUSD	X			X									
Highlands Elementary School	Pittsburg	PUSD	X			X						X			
Hillview Junior High School	Pittsburg	PUSD										X			X
Los Medanos Elementary School	Pittsburg	PUSD													
Marina Vista Elementary School	Pittsburg	PUSD										X			
Parkside Elementary School	Pittsburg	PUSD	X	X								X			
Pittsburg High School	Pittsburg	PUSD										X			X
Rancho Medanos Junior High School	Pittsburg	PUSD										X			
Stoneman Elementary School	Pittsburg	PUSD	X			X						X			
Willow Cove Elementary School	Pittsburg	PUSD	X			X						X			

TRANSPAC Transportation Partnership and Cooperation

2014 MEETING SCHEDULE

Unless otherwise notified, all meetings are held at 9:00 a.m. at Pleasant Hill City Hall,
Community Room, 100 Gregory Lane, Pleasant Hill

TRANSPAC Meetings

Second Thursday of every month or as notified. Other meetings as scheduled.

January 9 (Proposed vacation)	July 10
February 13	August 14 (Proposed vacation)
March 13	September 11
April 10	October 9
May 8	November 13
June 12	December 11

TAC Meetings

Fourth Thursday of every month or as notified. NOTE: The November and December TAC meetings are scheduled for alternate dates. Meeting location to be determined.

January 23	July 24
February 27	August 28 (Proposed vacation)
March 27	September 25
April 24	October 23
May 22	November 20 (Alternate date – location TBD)
June 26	December 18 (Alternate date – location TBD)

TRANSPAC Backup Meetings

Held only as needed on the third Thursday of the month.

January 16	July 17
February 20	August 21 (Proposed vacation)
March 20	September 18
April 17	October 16
May 15	November 20
June 19	December 18

TAC Backup Meetings

Held only as needed on the first Thursday of the month.

January 2	July 3
February 6	August 7 (Proposed vacation)
March 6	September 4
April 3	October 2
May 1	November 6
June 5	December 4



SWAT

Danville • Lafayette • Moraga • Orinda • San Ramon & the County of Contra Costa

SOUTHWEST AREA TRANSPORTATION COMMITTEE

MEETING AGENDA

**Monday, October 7, 2013
3:00 p.m.**

City of San Ramon
2222 Camino Ramon
San Ramon, CA 94583

Any document provided to a majority of the members of the Southwest Area Transportation Committee (SWAT) regarding any item on this agenda will be made available for public inspection at the meeting and at the Danville Town Offices, 510 La Gonda Way, Danville, CA during normal business hours.

1. CONVENE MEETING/SELF INTRODUCTIONS

2. PUBLIC COMMENT:

Members of the public are invited to address the Committee regarding any item that is not listed on the agenda. *(Please complete a speaker card in advance of the meeting and hand it to a member of the staff)*

3. BOARD MEMBER COMMENT

4. ADMINISTRATIVE ITEMS

5. CONSENT CALENDAR:

5.A Approval of Minutes: SWAT Minutes of July 1, 2013 *(Attachment - Action)*

5.B Approve Requests for Concurrence for 2014 State Transportation Improvement Program (STIP) Applications from the Town of Moraga and Contra Costa County:

Projects seeking STIP funding requires concurrence from the agencies respective RTPC as part of the application submittal requirements. The Town of Moraga and Contra Costa County are seeking 2014 STIP funding and required SWAT concurrence for their respective projects.
(Attachment - Action)

5.C Review and Approve SWAT comments to CCTA for the First Update of the Initial Priority Development (PDA) Growth and Investment Strategy *(Attachment - Action)*

End of Consent Calendar

6. REGULAR AGENDA ITEMS:

- 6.A Review and Approve Allocation Formula for Measure J Strategic Plan, Program 28c, “Sub-regional Transportation Needs” for the SWAT sub-region: *(Attachments - Action)*
- 6.B Review and Comment on Administrative Draft of the 2013 Congestion Management Program (CMP): *(Attachments – Determine Action as Necessary)*
- 6.C Presentation on Terraces of Lafayette Project *(Attachments – No Action)*

7. WRITTEN COMMUNICATIONS: Consider Actions as Appropriate *(Attachments)*

- CCTA summary of actions from Board meetings of 7/17/13 and 9/18/13
- CCTA SB 375/SCS Update of 9/4/13
- TRANSPLAN summary of actions from Committee meetings of 7/16/13 and 9/23/13
- TRANSPAC summary of actions from Committee meeting of 7/11/13 and 9/12/13
- City of San Ramon – Public Hearing Notices, ACRE Mixed Use Development (7/16/13 and 8/13/13)
- City of Lafayette – Notice of Public Meeting, Terraces of Lafayette Project (09/16/13)

8. DISCUSSION: Next Agenda

- 9. ADJOURNMENT** to Monday, November 4th, 2013, 3:00 p.m., City of San Ramon, 2222 Camino Ramon, San Ramon, or other meeting date as determined.

SOUTHWEST AREA TRANSPORTATION COMMITTEE
MEETING LOCATION MAP

The SWAT Committee will provide reasonable accommodation for persons with disabilities planning to participate in SWAT monthly meetings.

Please contact Andy Dillard at least 48 hours before the meeting at (925) 314-3384 or adillard@danville.ca.gov.

Staff Contact: Andy Dillard, Town of Danville

Phone: (925) 314-3384 / E-Mail: adillard@danville.ca.gov.

Agendas, minutes and other information regarding this committee can be found at: www.cccounty.us/SWAT